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F-100 SUPER SABRE

D&S VOL. 33

COVERS ALL VERSIONS OF THE USAF's FIRST CENTURY SERIES FIGHTER

A DETAIL & SCALE AVIATION PUBLICATION

in detail & scale

Bert Kinzey

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ABOUT THE AUTHOR

Bert Kinzey, author and president of Detail & Scale, Inc., was born in Richmond, Virginia in 1945. The following year his family moved to Blacksburg, Virginia where his father became a professor of architecture at Virginia Tech (VPI). Until he was about six years old, Bert was often frightened by the loud piston-driven military fighters that sometimes flew low over his home while he was outside playing. On more than one occasion he came running into the house extremely frightened by an aircraft that had just flown over.

His father took him to the VPI airport, where cadets were learning to fly on J-3 Piper Cubs, and arranged for him to go for a flight. Bert sat on his father's lap for a short trip around Blacksburg, and that forever ended his fear of airplanes. Later, Bert's father built a balsa and tissue model of the J-3 Cub, and Bert's interest in modeling began.

Bert's fear of aircraft soon gave way to a love of aviation, and he began scale modeling. Bert looked at modeling (and still does) not as a hobby in and of itself, but as a small facet of his overall interest

The author in the rear seat of an F-5F after returning from a Red Flag mission.

in aviation.

In 1959 his family moved to Gainesville, Florida, where his aviation interest took second place to his trumpet playing in high school. In 1964, he graduated from P.K. Yonge High School and returned to Virginia Tech specifically to fulfill his lifetime dream to be in the Virginia Tech Regimental Band—The "Highty Tighties."

Upon graduation he was commissioned a second lieutenant in the Army, and he spent almost eight years as an army officer. During this time he commanded a Hawk guided missile battery in Korea and later wrote and taught classes in airpower, the Soviet air threat, and air defense suppression at the Army's Air Defense School at Ft. Bliss, Texas.

In August 1976, he resigned from active duty in the Army, but his reputation as being knowledgeable in all aspects of military airpower led to a job offer as a civilian with the Department of the Army. He served in this position for four years as a "subject matter expert" in military airpower and was responsible for the development of the Army's new program on aircraft identification, the first in the world to feature dynamic simulation. During this time he started Detail & Scale as a part-time business to provide detailed reference material on military aircraft.

Detail & Scale became so successful that Bert resigned from his position with the Army to devote full time to his new company. Since then he has written several books as well as articles for several magazines. He is also an avid modeler and member of the International Plastic Modelers Society (IPMS). In July 1982, he was presented with a special award by IPMS/USA in recognition for his contributions to the society. He is also a member of the American Aviation Historical Society, and the Aviation and Space Writers Association.

As a youngster who feared airplanes, it is ironic that Bert should now be so involved with aviation. He is a licensed pilot, and lives with his wife, Lynda, and their two children, Jan and Chip, in Peachtree City, Georgia, near Atlanta.

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Bert Kinzey

KALMBACH BOOKS

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Front cover: This colorful F-100D-45-NH, 55-2839, belonged to the 493rd TFS, 48th TFW, when it was photographed at Chaumont Air Base, France, on May 16, 1959. The photograph was taken by LtCol. Kent W. Hemphill, USAF (Ret.) (Hemphill via Menard)

Rear cover: Details of the control column, instrument panel, and right console are visible in this photograph of the cockpit in an F-100D. (Flightleader)

INTRODUCTION

Many features of the F-100 are visible in this head-on view. Note the shape of the intake with the pitot tube below it and the gun laying radar (black area) on the upper lip. The wing leading edge slats are in the forward or extended position as they normally would be on the ground. This aircraft has had the openings for the guns covered over, but is armed with four Falcon guided missiles which were then designated GAR-2. These are carried on inverted "Y" launchers that are attached to the inboard wing stations. *(Rockwell International)*

The F-100 Super Sabre in Detail & Scale was originally published in 1980 as one of our first books. It consisted of only forty-eight pages in what was then known as our Series II publications. All four other books in Series II have since been published again in this new enlarged format, and were expanded, updated, and extensively revised in the process. This book on the F-100 now completes this rework of the original books.

Readers who saw the first book with this title will see that this publication is far more extensive than the first, has many more photographs, and covers a wider variety of details. In the old book, five-view 1/72nd scale drawings were provided for only the F-100A and -C versions. Those are also included here, but a full five-view set of drawings has also been added of the F-100D, as has a side view of the F-100F. In addition to the expanded coverage in the form of photographs and drawings, the text has also been updated and revised. The modelers' section includes far more kits than it did previously, and the decal listing has been brought up to date.

This new publication begins with a developmental history that traces the design, development, and operational usage of the U.S. Air Force's first supersonic aircraft. This is followed by a look at each Super Sabre production variant that includes differences from previous and later variants, performance specifications, and cockpit photographs and/or drawings. The color section then illustrates typical paint schemes and cockpit colors. Following the 1/72nd scale five-view drawings, all of the Super Sabre's details are covered in page after page of photographs, most of which were taken specifically for this publication. Included are photos of the engine, landing gear, speed brake, fuselage details, wing details, tail details, 20mm cannon, pylons, and external stores. All of this combines to make this publication the most complete look at the F-100's physical details both inside and out.

In our first book on this historic aircraft, we promised a second book to cover the Super Sabre's markings. We are going to release that book in our Colors & Markings Series shortly after this publication goes on sale. Detail & Scale is pleased to announce that David Menard, well known as an expert on the F-100, is putting that book together for us from his extensive collection of photographs which he has been assembling for over thirty years. Many rare photographs are included, most of which have never been published before. Dave will become the first guest author to do a book in our Colors & Markings Series, and we are sure that anyone interested in the Hun will want to have both of these companion volumes on the Super Sabre. Together, these two books will contain more information about the details and markings of the F-100 than available anywhere else.

DEVELOPMENTAL HISTORY

The first of two prototypes, YF-100A-NA, 52-5754, poses with some of the men that brought the Air Force's first supersonic fighter into being. Note the small probe on the top intake lip as well as the long pitot probe under the intake. (Rockwell International)

The Legacy

The cessation of hostilities at the conclusion of World War II marked an end to the devastation that had been experienced by the Axis powers. But it was the beginning of a period that was devastating to America's wartime industry. The industrial might that had geared up so quickly to produce canteens and tanks, rifles and torpedoes, and helmets and warships, was faced with the cancellation of huge orders almost overnight. There were massive layoffs of workers and destruction of materials both in America and overseas. Hulls of unfinished ships were broken down or used as targets for training. Large numbers of aircraft were destroyed on the ground in Europe without even being brought home. As the United States changed from a wartime posture to peace, most of the smaller and many of the larger defense contractors went out of business.

North American Aviation was in a much better position than most aircraft manufacturers. They were producing the B-25 bomber for the USAAF, the U.S. Navy (as the PBJ), and for America's allies. More importantly, they were building the P-51 Mustang, considered by many to be the best propeller-driven fighter of World War II. By war's end, the P-51 was replacing just about every other fighter in the Army Air Force's inventory. Production, though cut back, continued after the war as well.

The first YF-100 is shown landing after making its first flight on May 25, 1953. Note that the long probe is above the intake, and the short one is below, which is the opposite from the configuration shown above. This is probably the earlier of the two configurations. Also note the difference in markings. (Rockwell International)

But North American did not rest on the outstanding success of the P-51. Foreseeing the future that included the change to jet engines, NAA was already working on designs for jet fighters and bombers by war's end. Except for a relatively few B-45 Tornados, a design which met with very limited success, North American exited the bomber market and did not return with a design that entered production until the present B-1 came along. By then the company had been absorbed by Rockwell.

Fighters were another story, and NAA followed the legacy of the P-51 with the F-86 Sabre. Like the Mustang, the Sabre was a sleek, maneuverable, air-superiority fighter that became the mainstay of the Air Force. Like the Mustang, it was armed with six .50 caliber machine guns, and it dominated the skies over Korea much like the Mustang had done in World War II. Both fighters were designed to mix it up with enemy fighters and win, and both did this job very well. North American saw both the P-51 (redesignated F-51) and the F-86 give excellent accounts of themselves during the Korean War, but by then they were already working on their next fighter, the F-100 Super Sabre. Like the Mustang and Sabre before it, the Super Sabre was designed to be a clear weather air-superiority fighter in its original form, but it was destined to be used almost exclusively as a fighter-bomber during its operational life.

Underside details of the prototype are revealed in this in-flight photograph. The clean design of the aircraft, the oval intake in the nose, and the 45-degree swept wings became the Super Sabre's main recognition features.
(Rockwell International)

More details of the first prototype are revealed in this landing shot. The pitot tube was still located above the intake when this photograph was taken.
(Rockwell International)

Development

Although it was given the Manufacturer's Model Number NA-192, the Super Sabre was known more commonly at North American as the Sabre 45 because of its forty-five degree wing sweepback. Work had begun on the design in 1949, and by January 1951, NAA submitted an unsolicited proposal to the Air Force for a supersonic day fighter. This would be the first fighter capable of supersonic speed in level flight, and this exemplified the rapid pace of aircraft development at that time. The ability for any aircraft to fly at supersonic speeds had been only a theory just four years earlier, but by 1951, a number of research aircraft had broken through the sound barrier following the success by Chuck Yeager in the Bell X-1. Even North American's F-86 had gone supersonic in dives, but as yet no operational jet aircraft was capable of sustaining speeds in excess of Mach 1 in level flight. But that was the next logical step, and North American designed the Super Sabre to do just that.

The "Go-Ahead Decision" by the Air Force came in October 1951, and the Mockup Board conducted its inspection the following month. Over one hundred change requests were made, and by November 30, the design had been officially designated the F-100. The first of the "Century Series" had been born. Less than two months later, on January 3, 1952, the Air Force issued a contract for two YF-100A prototypes, and this was followed by a second letter contract on February 11 for twenty-three production F-100As. This decision to order production aircraft in quantity before flight testing was a calculated risk that meant that considerable modification might have to be done to existing airframes, but was considered necessary in order to get the aircraft operational as soon as possible. It must be remembered that it was at this time that the Cold War was heating up, and the Soviets had already made progress with their first supersonic fighter, the MiG-19 Farmer. Whether the F-100 or MiG-19 was the first supersonic aircraft to fly or become operational remains open to debate and speculation. However, it was clear in early 1952 that the Air Force saw a need to get the Super Sabre into operational service as quickly as it could.

The design of the Super Sabre was relatively straight forward for its day. It featured a large oval intake in the nose with a long pitot boom located under it. The F-100 was the last fighter designed for the Air Force with its intake in the nose. The cockpit was located above the intake ducting and in front of the ammunition canisters for four 20mm M-39 cannon. These cannon were mounted under the cockpit and intake ducting in the lower forward fuselage. The cockpit was covered by a standard framed windscreen and a clamshell canopy. The rest of the fuselage from the cockpit aft was taken up by fuel tanks and the Pratt & Whitney J57 engine with its afterburner. Unlike most fighters that were developed at the same time, the fuselage did not feature the area rule principle known as the wasp waist or coke bottle design. The wings were low-mounted, had a forty-five degree sweep at quarter cord, and had no dihedral. Ailerons were located on the outboard sections of the trailing edges, and automatic slats spanned almost the entire length of the leading edges. Later, on the F-100D and -F, hydraulically actuated flaps were installed inboard of the ailerons on the trailing edge, and wing fences were added near the wing tips. The swept horizontal tail was also low-mounted, and was the all-flying type. The vertical tail was also swept, but went through several changes during the development of the aircraft. The landing gear was the tricycle type with dual nose gear wheels and nose wheel steering that enhanced the aircraft's capability to taxi in high cross winds. External stores, both ordnance and external fuel tanks, could be carried on pylons located beneath the wings, and on later models a centerline station was added.

In March 1952, less than five months after the initial mockup inspection, a second inspection was made of the mockup for the F-100A, and most of the changes requested had been made. By August, the Air Force was satisfied enough to contract for an additional 250 F-1[illegible]s, although the first flight of the prototype had not yet taken

place. This did not occur until May 25, 1953, but even so, it was a full seven months earlier than originally expected. During testing, the first prototype exceeded Mach 1 by reaching a speed of Mach 1.05 in spite of the fact that it was using a prototype XJ57-P-7 engine that was not tuned for full power. The second prototype first flew on October 14, 1953, which was also ahead of the original schedule. First flight of a production aircraft followed only two weeks later on October 29. That was also the date that the first of the two prototypes set a world speed record of 755.149 miles per hour at low altitude.

Full scale flight testing began in November 1953, and continued for over two years. Deficiencies in the design, first noted in the flights of the prototypes, and a strike by North American's laborers slowed the program down. Although speed increased to Mach 1.34, several functional deficiencies were noted, and modifications to the aircraft's airframe and concept were initiated. Most noticeable to the airframe was the shorter vertical tail of the first production aircraft as compared to the two prototypes. After this proved unsatisfactory, the taller tail reappeared on the seventy-first production aircraft. The conceptual change involved the addition of a secondary fighter-bomber capability to the aircraft, and resulted in the deletion of seventy aircraft from the F-100A order. A like number was added to the subsequent F-100C order, this being the first version with an added capability to perform the fighter-bomber mission with both conventional and nuclear weapons.

North American's test pilot, George Welch, flew some of the early test flights in the Super Sabre to include the maiden flight. Welch had been one of five pilots to scramble into the air above Pearl Harbor on December 7, 1941, and on that day he claimed four kills of Japanese aircraft. Welch was killed on October 12, 1954, while flying the ninth production F-100A-1-NA, 52-5764, when the aircraft broke apart in a dive. (Rockwell International)

Perhaps the most significant event in the flight test program was the disastrous crash of 52-5764, the ninth production aircraft. This occurred on October 12, 1954, and took the life of George Welch, a pilot who had claimed four victories in a P-40 over Pearl Harbor on December 7, 1941. Although not killed in the crash, Welch died shortly thereafter from his injuries. Extensive analysis of the causes of the crash, as well as five other major accidents, resulted in design changes that included the enlarged vertical tail and increased wingspan. Additionally, "black boxes" were incorporated in the yaw and pitch control axis of the flight control system. The Air Force had accepted the first F-100A in September 1954, the month prior to Welch's crash. It entered operational service with the 479th Fighter Day Wing at George Air Force Base, but all F-100As were grounded in November 1954 because of the accidents with the flight test aircraft. As a result of this and other problems, the wing did not reach an operational capability until September 1955.

F-100A Variations

As was the case with almost every new fighter design, the Air Force considered the possibility of a reconnaissance version. Six F-100As were modified to the RF-100A configuration and designated "Slick Chicks." The lower forward fuselage was enlarged to carry camera equipment, and all armament was deleted. Four external fuel tanks could be carried. After some use by the U.S. Air Force in Europe and the Far East Air Forces (later called PACAF), four of these aircraft were later delivered to Nationalist China in 1961. With the faster and more capable RF-101 Voodoo on the horizon, no further RF-100s were produced.

Six F-100As were modified to RF-100As by the addition of a fairing under the forward fuselage. This required the deletion of the cannon armament. Known as "Slick Chicks," these aircraft flew some reconnaissance missions in Europe and later the Far East.

(USAF via Menard)

Another model, which first bore the designation F-100B, was conceived as a tactical fighter-bomber with six external hard points for weapons and a logistics pod in the lower fuselage. An interceptor version, known as the F-100BI was also considered as a back-up for the F-102 and F-106 designs. Although the wings looked like they

Two early short-tailed F-100A-10-NAs are sharing the ramp with two different versions of North American's earlier successful jet fighter, the F-86 Sabre. *(Rockwell International)*

came from the Super Sabre, the rest of the F-100B was completely different. It had a pointed nose with the intake moved to a position above and behind the cockpit. A two-position ramp was installed in the intake to provide optimum air flow to the J75-P-11 engine. Because of the major differences, this design was redesignated YF-107A, and three prototypes were built. The first flight was on September 10, 1956, and testing continued only until February 1957, when the F-105 Thunderchief was finally chosen to be the Air Force's next fighter-bomber. NASA continued to test the aircraft after this date.

The Air Force began to phase the F-100A out of its active inventory beginning in 1958 when forty-seven were transferred to the Air National Guard. Twenty-three more F-100As were later assigned to the Guard for a total of seventy. Additionally, eighty were provided to the Nationalist Chinese. Several ANG units were recalled to active duty because of the Berlin crisis, and after the stand-down, the Guard personnel were released, but TAC retained the F-100As in its inventory. Of these, thirty-eight were later transferred to Nationalist China.

Improvements

With the Air Force expressing a desire to add a secondary fighter-bomber capability to the Super Sabre, North American added integral fuel tanks in the wings and two more pylons to carry external stores. The result was the F-100C which was externally similar to the F-100A. The first -Cs were also powered by the J57-P-7 engine, but this was replaced by the J57-P-39 and later the J57-P-21. A probe and drogue in-flight refueling system was installed to the leading edge of the right wing near the root. A contract was signed in February 1954 for a total of 476 F-100Cs. The first flight of a prototype aircraft was made the following month, with the first flight of a production airframe taking place on January 17, 1955. First acceptance of this version of the Super Sabre was in April of that year, and the F-100C entered operational service on July 14, 1955, with the 450th Day Fighter Wing at Foster AFB, Texas.

Since the beginning, the F-100 had suffered from yawing problems at high speeds, and this tendency to yaw could cause the aircraft to go into an uncontrollable roll. The larger vertical tail and "black boxes" had already been added to help correct this problem. Then, starting with the 146th F-100C, a hydraulically activated, electrically controlled yaw damper was installed. This significantly helped the situation, and the previously-produced F-100Cs were retrofitted.

Further problems with directional stability were encountered with the F-100C when 200-gallon fuel tanks were carried on the inboard wing pylons in combination with 275-gallon tanks on the center wing stations. As a consequence, the Air Force prohibited the use of the 200-gallon tanks, and began using the larger 450-gallon tanks instead. These larger tanks did not adversely effect the directional stability. Still later, the 275-gallon tanks were lengthened to increase their capacity to 335 gallons. Even when the pylons were empty, they were often left on the aircraft to help improve the directional stability.

Other problems faced by the F-100C included a lack of spare parts that was complicated by eighty-five flying accidents, and its inability to carry and deliver all of the conventional armament in the Air Force's inventory. Some primary conventional weapons could not be carried at all, while others could be carried only in very limited quantity or only by certain modified aircraft. For example, only 125 of the Guard's F-100Cs could carry the AIM-9 Sidewinder or cluster bomb units. But there were high points in the -C's operational service, the most important of which was the setting of the world's speed record of 822.135 miles per hour on August 20, 1955. The

One of the primary missions of the Super Sabre was to deliver tactical nuclear weapons in the event of war. Here, F-100C-1-NA, 54-1744, is shown with a test nuclear "shape" under the left wing. *(USAF via Menard)*

record-setting flight was flown by COL Horace A. Hanes. This was the first world's speed record in excess of Mach 1, and although it was rather quickly broken by a Navy F8U Crusader flying in excess of 1,000 miles per hour, the Super Sabre had left an indelible mark on aviation history. On September 4, 1955, COL Carlos Talbott piloted another F-100C and won the Bendix Trophy by flying coast-to-coast, a distance of 2,325 miles, at an average speed of 610.726 miles per hour. Three F-100Cs flew from London to Los Angeles, a distance of 6,710 miles in fourteen hours and four minutes. The trio of Super Sabres used in-flight refueling during the trip, and set a single-engine jet aircraft distance record.

In 1956 the Air Force began to equip the Thunderbirds with the F-100C, thus making them the first flight demonstration team with supersonic aircraft. They performed in the -C until 1964. More importantly, the F-100C was reaching units in USAFE where they became a part of NATO's air forces. Capable of delivering tactical nuclear weapons, they added to America's credible nuclear deterrence. By 1960, F-100Cs were entering Air National Guard service in significant numbers, and by 1966, 210 -Cs were in the Guard's inventory.

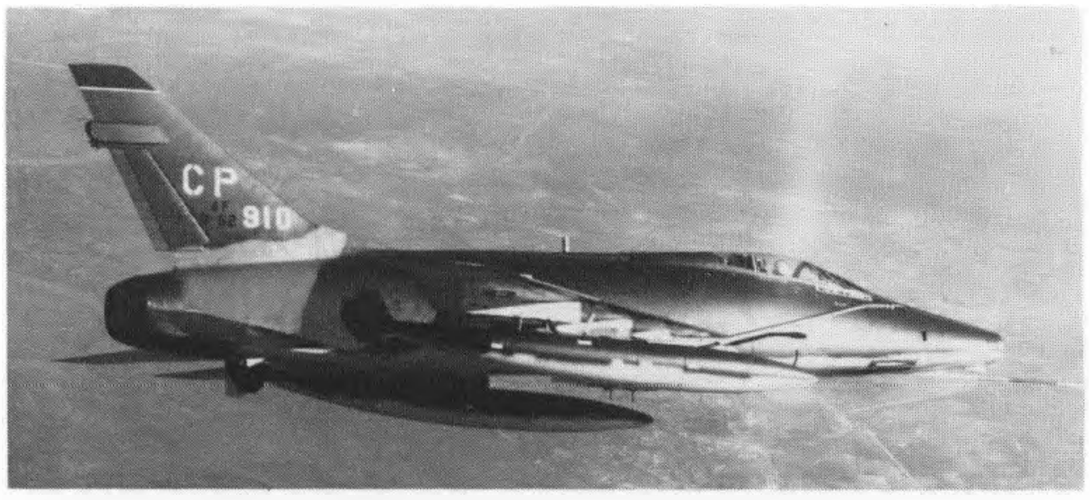
The third generation Super Sabre was the F-100D, and it was generally considered to be the definitive variant. The legacy of the light, simple, maneuverable, air-superiority fighter that came from the P-51 and F-86 was now completely gone. The F-100D was designed to be a fighter-bomber first and a day fighter second, and this was a reversal of the roles for the F-100C. The design had evolved from one end of the spectrum to the other. The F-100A was originally intended to be a clear air or day fighter. The F-100C retained this mission as its primary role, but, with modifications, added the fighter-bomber mission as a secondary role. Now, the F-100D became a fighter-bomber first and a day fighter second. It featured an increased vertical tail area, inboard landing flaps that increased the wing area, new electronic equipment that included the first autopilot designed for a supersonic aircraft, and the ability to carry a "buddy" refueling store. In addition to its internal fuel tanks, the external tanks could also be in-flight refueled.

The first flight of an F-100D was made on January 24, 1956, and deliveries began in September of that year to the 405th FBW at Langley Air Force Base, Virginia. By year's end, deployments had been made to USAFE and FEAF, replacing F-84F and F-86F fighter-bombers. But the F-100D had a number of unresolved problems, some of which were never fully corrected. These included inaccuracies with the MA-3 fire control system, failures with the Sundstrand Constant Speed Drive that provided power to the electrical system, and problems with the autopilot. There were also maneuverability and G-force problems at high altitude, but these were corrected by 1957. Modifications to add the Sidewinder air-to-air missile and the Bullpup air-to-surface missile were delayed. There were shortages of spare parts, and some problems with the J57's engine bearings and afterburner fuel system lingered.

Concerned with protecting its aircraft from attack by atomic weapons, the Air Force investigated the possibility of providing dispersed shelters for its aircraft, then launching them from zero-length, trailer-mounted launchers using an Astrodyne rocket of 150,000 pounds thrust. Although the viability of the concept was demonstrated successfully, and the last few F-100Ds produced were fitted with equipment for launching from these zero-length trailers, the system was never used operationally.

Variations of the F-100D were proposed, including the F-100J (an all-weather variant offered to Japan), the F-100L with a J57-P-55 engine, and the F-100N, which was a simplified -D model with reduced electronics. None of these versions reached the hardware stage.

The first piloted launch of an F-100 from a zero-length launcher is shown in this photograph that was taken on March 26, 1958. The aircraft was launched in very much the same way as the Matador and Mace missiles of the 1950s. The idea was to be able to disperse the fighters to areas away from airstrips, and launch them from trailers if the "balloon went up." While this proved possible, it did not go into operational use. Careful examination of this photo will reveal a fuel tank under the right wing and a nuclear "shape" under the left wing.
(Menard collection)



The F-100D Super Sabre was the definitive example of the type, and it saw extensive use in the skies over Vietnam. *(USAF via Menard)*

A Hun with two seats

Since the F-100 was the first supersonic fighter in the Air Force, it represented an important step in advancement that also brought with it a special need for training. The problem was that before the Super Sabre, the Air Force had no pilots that had supersonic experience other than those that had flown the research aircraft. This lack

The two-seat F-100F was a "stretched" F-100D, and was used for training, standard fighter duties, the fast forward air control mission known as "Misty FACs," and as the first "Wild Weasel" air defense suppression aircraft. (USAF)

of experience, and the F-100's directional control problems, resulted in a very high rate of accidents for all of the Super Sabre variants. In September 1955, North American Aviation proposed to modify an F-100C to a two-seat trainer version at its own expense.

A contract for production of the two-place F-100 was placed in December 1955, however, this resulted in a reduction in the number of F-100Ds that were on order. The mock-up inspection was conducted the following month, but since the aircraft was otherwise similar to the existing F-100D, the mock-up included only the cockpit layout. The other changes to the stretched fuselage included the deletion of the two outboard guns and moving the ammunition cans for the two inboard guns to the positions formerly occupied by the outboard guns. This was necessitated because the second cockpit now occupied the space utilized for the ammunition cans on the single seat versions.

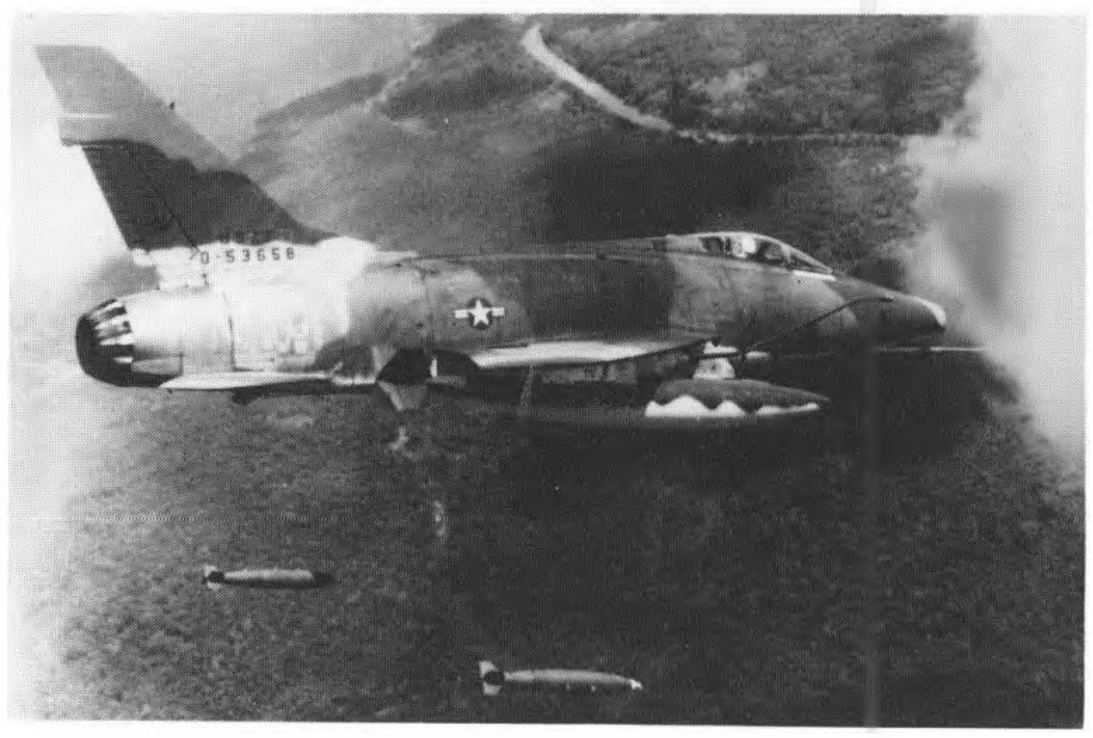
The converted F-100C, first designated the TF-100C, made its first flight on August 6, 1956, and it served as the prototype for the F-100F. The first flight of a production F-100F followed on March 7, 1957. In spite of the fact that an F-100C airframe was used as the test bed, the F-100F was essentially a two-seat F-100D with the same vertical tail and most other features. A version of the F-100F that was to be powered by the Rolls-Royce RB 16B-25R Spey engine, and designated F-100S, was proposed for use by the French. However, it was never built, and the French used the F-100F instead.

Evidently the F-100F did not significantly reduce the accident rate with the aircraft, and over one-quarter of the F-100Fs were destroyed by accidents. However, they did serve successfully in other specialized missions, most notably the "Wild Weasel I" SAM suppression role and the Misty FAC fast forward air control mission. On August 7, 1959, two F-100Fs became the first jet fighters ever to fly over the North Pole.

Vietnam

The F-100 was one of the first American aircraft to see action in Vietnam, and was used throughout most of the war. Although they were not as widely heralded as the F-105 Thunderchiefs and F-4 Phantoms, F-100Ds, -Fs, and a few -Cs were used extensively in the south to provide close air support and perform other fighter-bomber missions. As mentioned earlier, F-100Fs were also modified to the "Wild Weasel I" SAM suppression aircraft utilizing special electronics gear. In some cases, the Shrike anti-radiation missile was used, but much of the F-100F's suppression work was done with general purpose air-to-surface ordnance. The other specialized mission for the two-seat Huns was acting as a fast for-

The F-100 saw extensive use in Vietnam, almost exclusively in the south. Here, two Huns fly with an OV-10A looking for Charlie. (USAF)



*This F-100D is painted in the typical SEA camouflage scheme developed for the Super Sabre in Vietnam. The early style tail markings are visible, and consist of a small **USAF** and the serial number below it. These markings were later replaced with white tail codes and a different style of serial number. Two low-drag 500-pound bombs have just been released from this aircraft. (USAF)*

A finned napalm bomb falls away from an F-100D on a suspected Viet Cong target. *(USAF)*

ward air control aircraft, known as a Misty FAC.

A complete history of the Super Sabre's use in Vietnam is beyond the scope of this book. We are primarily concerned with showing the many details of the F-100 variants in the limited space available. However, we would recommend North American F-100 Super Sabre, by David A. Anderton. It is published by Osprey Publishing Limited, and distributed in the United States by Motorbooks International. This book contains excellent historical information about the Super Sabre and its use in Vietnam.

Phase Out

As is often the case with U.S. military aircraft, the F-100 remained in service far longer than ever expected. Structural modifications that included "bandaid" reinforcing strips in several places raised the designed service life of 3,000 flying hours to 7,000 hours. This allowed some F-100Ds and -Fs to remain in Air National Guard units until 1979. The last F-100 mission was flown on November 10, 1979. Ceremonies at Hulman Field, Indiana, were conducted by the 181st TFG (Indiana Air Guard) to commemorate the end of operational service by the Super Sabre, using F-100D, 56-2979.

Super Sabres are now flying as QF-100 drones. This began in 1979 when Sperry Flight Systems was awarded a contract for the first QF-100s. Later, Tracor/Flight Systems Division was also awarded a contract for more drones. Recently, pods have been added to the wing tips to provide a heat source on which infrared missiles could home. The idea is to have the missiles hit these pods rather than the engine of the drone aircraft. In doing so, the drone has a much better chance of survival, and can be flown again.

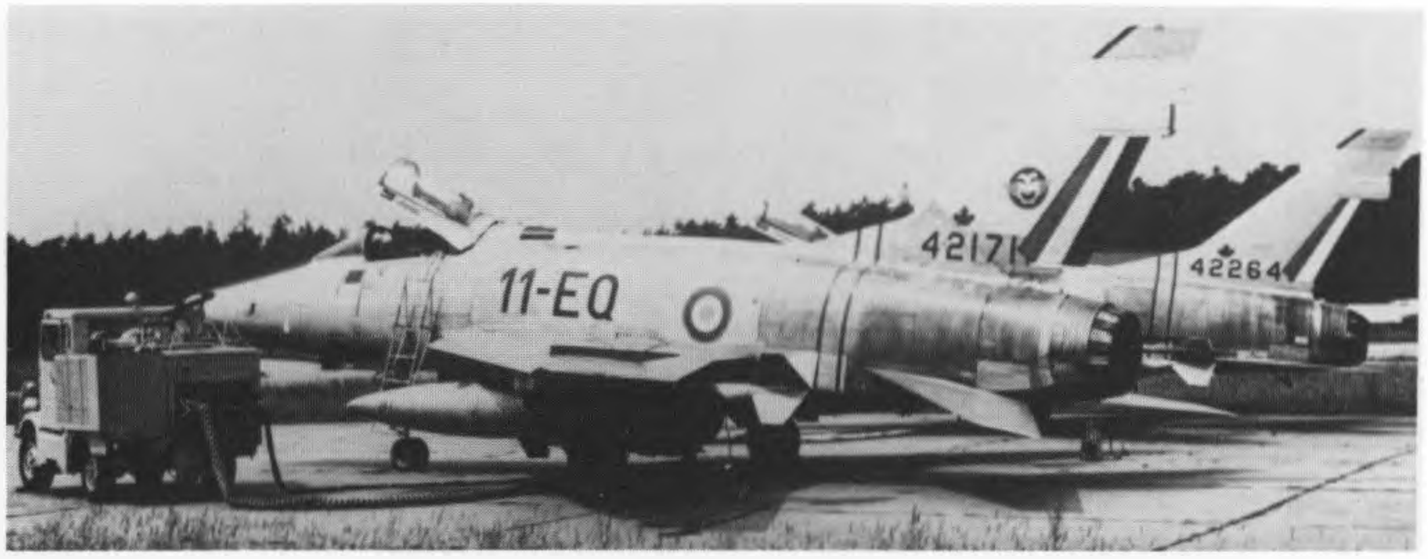
On the pages that follow is a close-up look at the different versions of the Super Sabre. Performance data and other information is provided for each variant. This is followed by 1/72nd scale drawings and scores of photographs illustrating the F-100's details. Most of these were taken specifically for this publication.

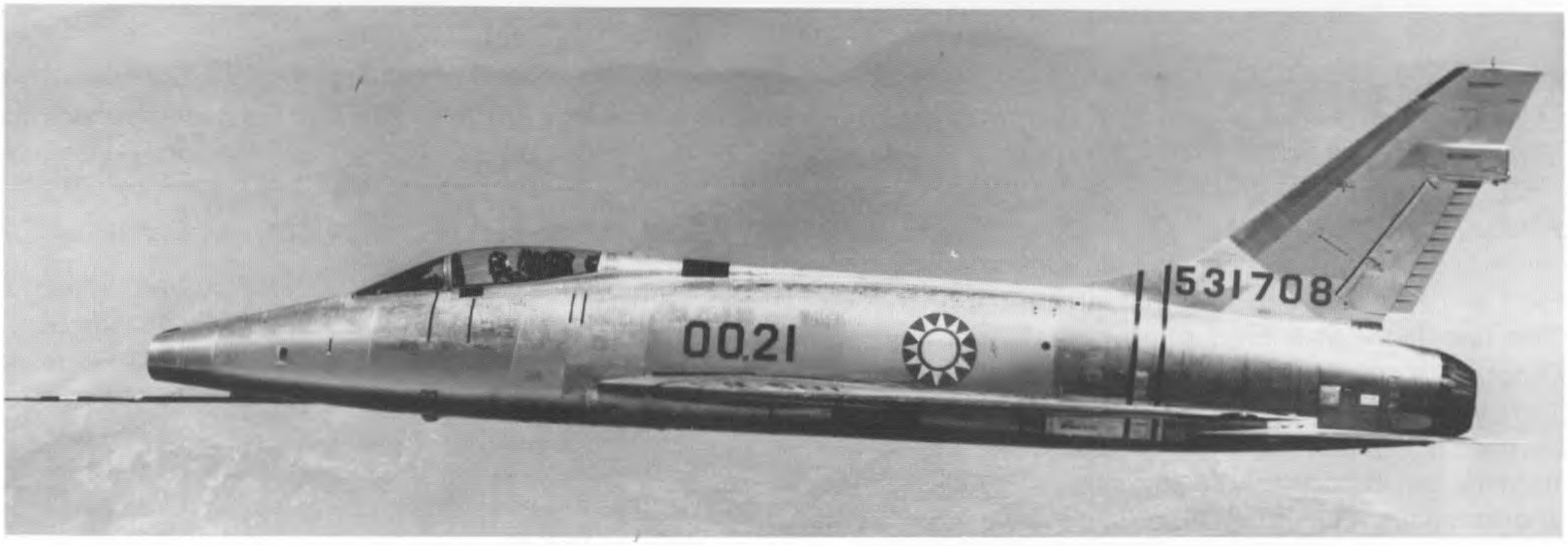
Two features of this QF-100 are noteworthy, and were not originally on QF-100 drones. The windshield and canopy have been painted over, and two flame producers have been added to the wing tips. The idea is to have heat-seeking missiles track on the flames generated by these pods rather than the engine. The missile may knock the pod off, and even part of the wing, but the aircraft can usually be recovered and repaired to fly again. Also note the shroud covering the top of the afterburner eyelid. *(USAF via Menard)*

HUNS FOR EXPORT

France was the first foreign country to receive the Super Sabre, obtaining eighty-five F-100Ds and fifteen -Fs beginning in May 1958. The French F-100s were assigned fighter-bomber duties with both conventional and nuclear weapons.

(Rockwell International)





The Nationalist Chinese received 118 F-100As in three batches over several years. These were later updated with the F-100D style vertical tail complete with its AN/APS-54 tail warning radar as shown here. They were also able to carry the Sidewinder missile, with which they achieved some success against Communist Chinese aircraft. In addition to the F-100As, four RF-100As were also sent to Taiwan.

(Rockwell International)

Beginning in July 1959, Denmark began receiving F-100Ds and -Fs, and the Hun remained in service with the Danish until August 1982.

(Both MAP via Flightleader)

The other foreign nation to operate the Super Sabre was Turkey, who received just over 200 F-100C, -D, and -Fs. Some of these aircraft saw combat during the fighting in 1974 with the Greeks over the island of Cyprus.

(Both MAP via Flightleader)

The second F-100A-5-NA, 52-5767, is shown undergoing checks at Edwards AFB, California. In the background is the tail of one of the first F-100Cs, 53-1719. *(Menard collection)*

F-100A, DESIGN NA-192

The F-100A was intended to follow in the legacy of the P-51 and F-86 as a clear weather, air superiority fighter. The first flight of a production aircraft was made on October 29, 1953. Powered by the Pratt & Whitney J57-P-7 engine, which offered 14,800 pounds of thrust in afterburner, it offered superior performance over earlier fighters, but it was continually plagued by operational shortcomings. The J57-P-39, with the same thrust as the -7, was installed beginning with the 167th F-100A. A month-long evaluation at Eglin AFB, Florida, named Operation Hot Rod, revealed inadequacies of the tactical air control system. As a result, the F-100A never really became a viable weapons system in the Air Force. Forty-seven were transferred to the Air National Guard in 1958. Fifteen additional aircraft were provided to Nationalist China the following year, and these were followed by sixty-five more in 1960. After recalling Guard F-100As to service during the Berlin crisis in 1961, and retaining them in the active inventory after the crisis had passed, the Air Force retired its last F-100A from service in 1970. The last one had previously left Guard service in 1967.

The first seventy F-100As had the shorter vertical tail that proved unsatisfactory. The remaining 133 aircraft had the larger and taller tail and a wingspan that was increased by two feet, and survivors of the first seventy also got the new fins and wing tips. Those supplied to Nationalist China had -D style tails, and some of those retained in U.S. service also had the -D tail installed.

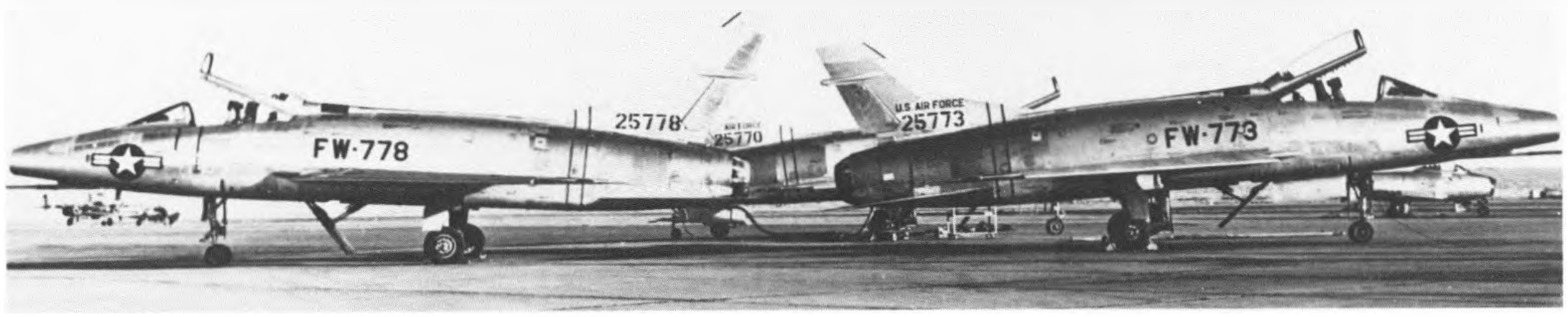
Performance data for the F-100A was as follows:

Max speed	740 knots
Cruising speed	512 knots
Stalling speed	138 knots
Service ceiling	44,900 feet
Combat ceiling	51,000 feet
Rate of climb at sea level	23,800 fpm
Maximum range (ferry)	1,294 miles
Combat radius	358 miles
Internal fuel	744 gallons
Maximum fuel with external tanks	1,294 gallons
Empty weight	18,185 pounds
Maximum take-off weight	32,500 pounds

A total of 203 F-100As were built, and the following serial numbers were allocated to F-100A production.

F-100A-1-NA	52-5756 thru 52-5765
F-100A-5-NA	52-5766 thru 52-5778
F-100A-10-NA	53-1529 thru 52-1568
F-100A-15-NA	53-1569 thru 53-1608
F-100A-20-NA	53-1609 thru 53-1708

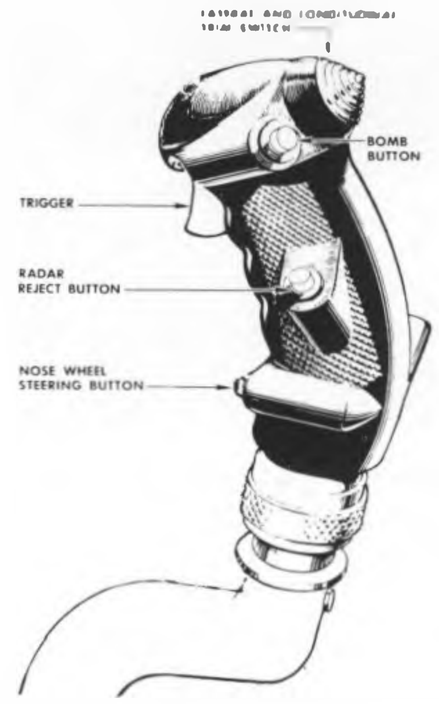
Note: This list of block numbers is shown "as ordered." In 1963/1964, all F-100 block numbers were increased by one during project "Hi-Wire." For example, F-100A-5-NA became F-100A-6-NA.



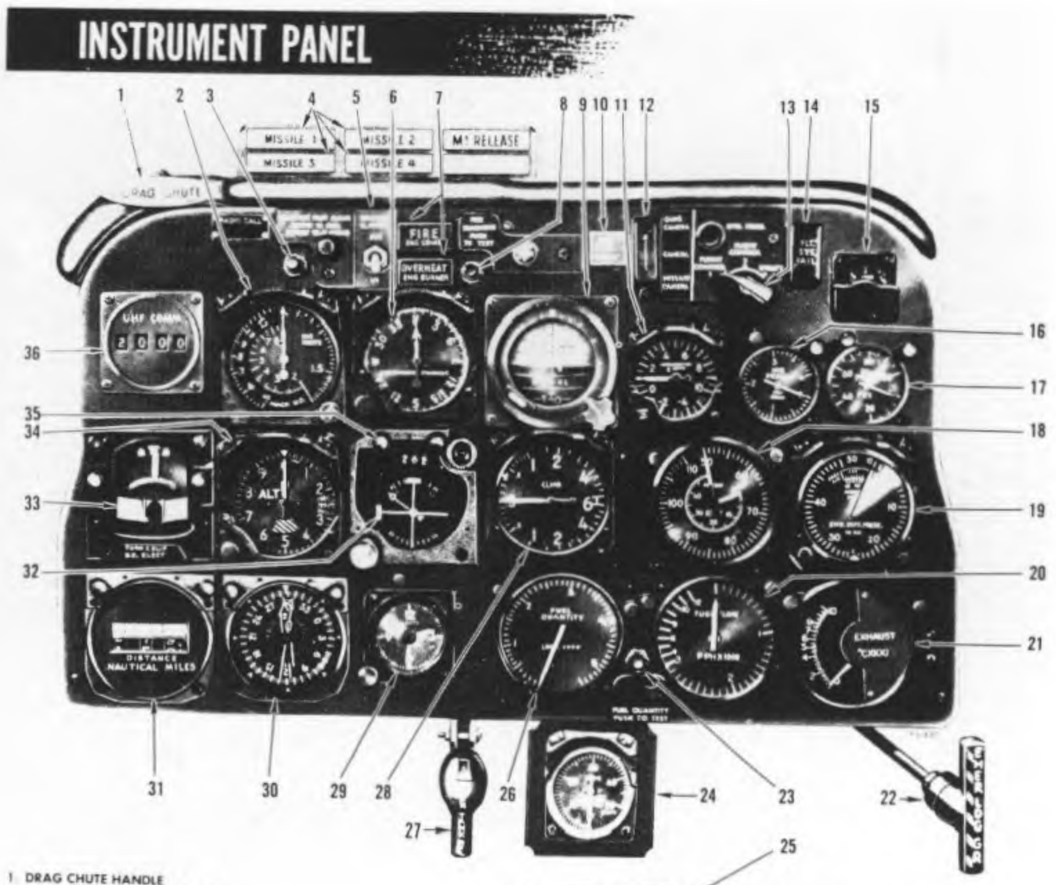
Parked tail to tail, these two F-100As illustrate the differences between the earlier short vertical tail (right) and the later taller tail. Both aircraft are F-100-5-NAs. *(USAF via Menard)*

F-100A COCKPIT DETAILS

STICK GRIP

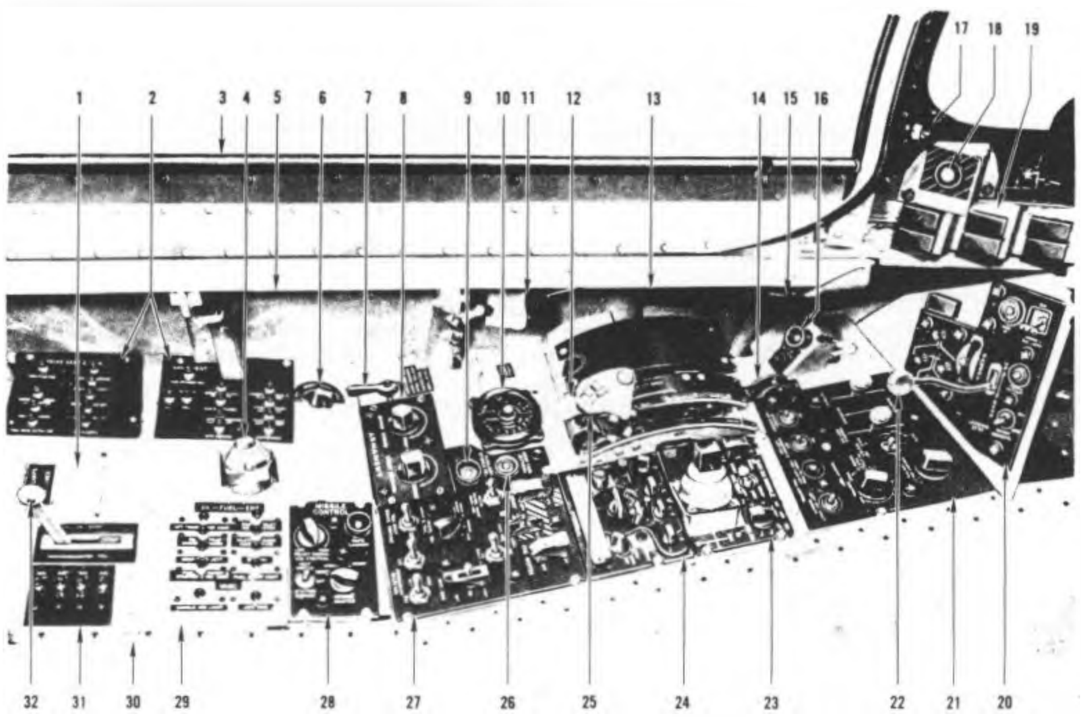


INSTRUMENT PANEL



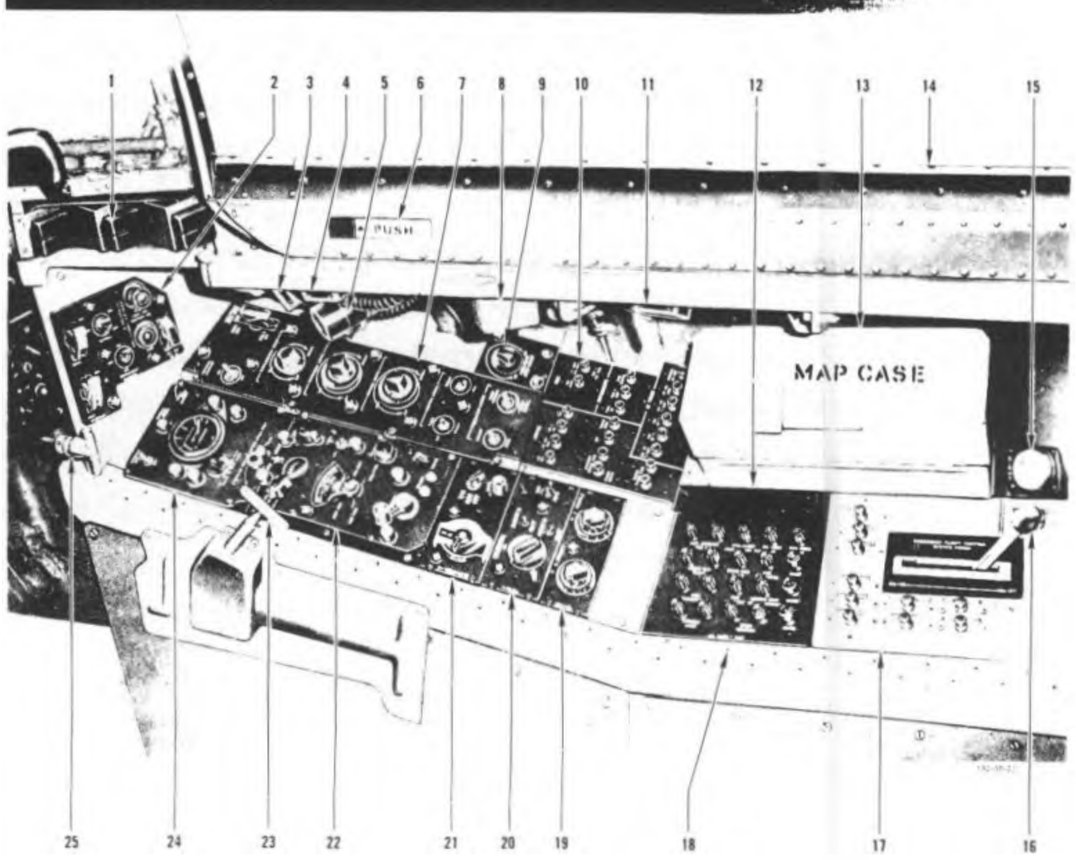
1. DRAG CHUTE HANDLE
2. AIRSPEED / MACH INDICATOR
3. HEADING INDICATOR FAST SLAVE BUTTON
4. MISSILE INDICATOR LIGHTS
5. HEADING INDICATOR SLAVING CUTOUT SWITCH
6. HEADING INDICATOR
7. FIRE- AND OVERHEAT-WARNING LIGHTS
8. FIRE- AND OVERHEAT-WARNING SYSTEM TEST BUTTON
9. ATTITUDE INDICATOR
10. ATTITUDE INDICATOR FAST ERECTION BUTTON *
11. ACCELEROMETER
12. TRIGGER SAFETY SWITCH
13. HYDRAULIC PRESSURE GAGE SELECTOR SWITCH
14. FLIGHT CONTROL HYDRAULIC SYSTEM PRESSURE FAILURE CAUTION LIGHT
15. LOADMETER
16. HYDRAULIC PRESSURE GAGE
17. OIL PRESSURE GAGE
18. TACHOMETER
19. ENGINE DIFFERENTIAL PRESSURE GAGE
20. FUEL FLOW INDICATOR
21. EXHAUST TEMPERATURE GAGE
22. LANDING GEAR EMERGENCY LOWERING HANDLE
23. FUEL QUANTITY GAGE TEST BUTTON
24. COCKPIT PRESSURE ALTITUDE INDICATOR
25. BOMB-TARGET WIND CONTROL
26. FUEL QUANTITY GAGE
27. DROP TANK EMERGENCY JETTISON HANDLE
28. VERTICAL VELOCITY INDICATOR
29. CLOCK
30. RADIO MAGNETIC INDICATOR
31. TACAN RANGE INDICATOR
32. COURSE INDICATOR
33. TURN-AND-SLIP INDICATOR
34. ALTIMETER
35. LIGHT (INOPERATIVE)
36. COMMAND RADIO REMOTE CHANNEL INDICATOR

COCKPIT LEFT SIDE



1. SPARE LAMP COMPARTMENT
2. CIRCUIT BREAKER PANEL
3. CANOPY DEFROST OUTLETS
4. ANTI-G SUIT PRESSURE REGULATOR VALVE
5. CONSOLE FLOODLIGHT
6. CAMERA CONTROL SELECTOR SWITCH
7. DROP TANK PRESSURE SHUTOFF HANDLE
8. ARMAMENT CONTROL PANEL
9. ALTERNATE STORE RELEASE BUTTON
10. SIGHT SERVICE UNIT
11. THROTTLE QUADRANT LIGHT
12. THROTTLE FRICTION LEVER
13. CONSOLE FLOODLIGHT
14. OXYGEN REGULATOR
15. INSTRUMENT PANEL FLOODLIGHT
16. EMERGENCY FUEL SHUTOFF AND FIRE EXTINGUISHER BUTTON
17. WINDSHIELD DEFROST OUTLETS
18. ARRESTING HOOK RELEASE BUTTON *
19. INDICATOR CAUTION WARNING LIGHT PANEL
20. LANDING GEAR CONTROL PANEL
21. AIR CONDITIONING CONTROL PANEL
22. LANDING GEAR HANDLE
23. ADF TUNING UNIT CONTROL PANEL
24. UHF COMMAND RADIO CONTROL PANEL
25. THROTTLE
26. DROP TANK JETTISON BUTTON
27. ENGINE AND ARMAMENT CONTROL PANEL
28. AIR OR MISSILE CONTROL PANEL
29. CIRCUIT BREAKER PANEL
30. CONSOLE AIR OUTLETS
31. MISSILE CIRCUIT BREAKERS
32. SPEED BRAKE EMERGENCY DUMP LEVER

COCKPIT RIGHT SIDE



1. INDICATOR CAUTION WARNING LIGHT PANEL
2. ELECTRICAL CONTROL PANEL
3. INSTRUMENT PANEL FLOODLIGHT
4. CONSOLE FLOODLIGHT
5. COCKPIT UTILITY LIGHT
6. CANOPY INTERNAL MANUAL EMERGENCY RELEASE HANDLE
7. HEATING CONTROL PANEL
8. INSTRUMENT LIGHT
9. RADIO AND ARMAMENT CIRCUIT BREAKER PANEL
10. CIRCUIT BREAKER PANEL
11. CONSOLE FLOODLIGHT
12. FUSE PANEL
13. MAP CASE
14. CANOPY DEFROST OUTLETS
15. GUN SIGHT GROUND TEST PLUG
16. EMERGENCY HYDRAULIC PUMP LEVER
17. CIRCUIT BREAKER PANEL
18. CONSOLE AIR OUTLETS
19. IFF CONTROL PANEL
20. IFF CONTROL PANEL
21. RADAR CONTROL PANEL
22. RADIO CONTROL CONTROL PANEL
23. CANOPY WINDSHIELD EMERGENCY JETTISON HANDLE
24. CANOPY CIRCULATION PANEL
25. LANDING GEAR EMERGENCY LOWERING HANDLE

* Some airplanes

F-100C

The F-100C was the second production version of the Super Sabre, and externally differed very little from the previous F-100A. *(Menard collection)*

F-100C, DESIGNS NA-214, NA-217 and NA-222

Although it was externally similar to the F-100A, the F-100C was far more capable than its predecessor. It could carry fuel inside the wings, and extra pylons to carry additional external stores, both features being added to give the aircraft a secondary fighter-bomber role. An in-flight refueling probe was added to the right wing, but only the internal tanks could be in-flight refueled. Initial production examples were powered by the J57-P-7 engine, the same powerplant as used in the F-100A, and the -39 engine was also used in some of the first one hundred F-100Cs. Beginning with the 101st production aircraft (production block F-100C-5-NA), the engine was changed to the more powerful J57-P-21. The first flight of the prototype took place in March 1954, and this was followed by the first flight of a production aircraft with the J57-P-7 on January 17, 1955. An F-100C with the -21 engine first flew in September 1955. By the time production ceased in July 1956, the Air Force had accepted a total of 476 F-100Cs.

The F-100C represented a significant increase over previous fighter-bombers in the ability to deliver nuclear weapons using the Low Altitude Bombing System (LABS) technique. These special weapons were delivered through the use of the MA-2 LABS system, the M-1 bombing system, and the T-145 monitoring system. Up to 5000 pounds of conventional bombs could be carried, and the F-100C retained the four M-39, 20mm cannon with 200 rounds of ammunition for each gun. An N-9 gun camera could also be fitted. On airplanes changed by T.O. IF-100C-563, four AIM-9 Sidewinders could be carried. Otherwise, the F-100C, like all versions of the Super Sabre, was rather limited in its ability to carry external stores, and many conventional weapons could not be carried.

The F-100C was used by both the Thunderbirds and Skyblazers flight demonstration teams, being the first supersonic aircraft to equip such units. The type was flown by the Thunderbirds from 1956 until 1964.

As stated above, the F-100C could carry fuel inside the wings to increase the internal fuel capacity and increase range. A summary of fuel quantities and locations is provided in the following table.

Location	Number of Tanks	Gallons
Fuselage	7	730
Wing	2	422
Wing drop	2	550*
	or	
Wing drop	2	670*
	or	
Wing drop	2	900*
Wing drop (ferry)	2	400**

* Two wing tanks could be carried on each of the center wing stations. They could be of the 275, 335, or 450-gallon sizes.

** These two 200-gallon tanks, which were carried on the inboard wing pylons, proved to cause directional stability problems. The Air Force prohibited their use, replacing them with 450-gallon tanks on the center wing stations.

Underside details of the F-100C are illustrated in this excellent in-flight photograph. Note the straight trailing edge of the wing. This would change with the subsequent F-100D and -F. There is no tail hook installed. The different shades of the various panels, the retractable landing/taxi lights, and the locations of the six wing hardpoints are all visible in this view. *(Rockwell International)*

Standard electronics fitted in the F-100C were as follows:

UHF Command	AN/ARC-34
Radio Compass	AN/ARN-6
Radar Ranging	AN/APG-30A
ILS	AN/ARN-31
TACAN	AN/ARN-21
IFF	AN/APX-6A or AN/APX-25

Weights of the F-100C increased over the F-100A, and can be summarized as follows:

Empty	19,270 pounds
Basic	20,346 pounds
Design	26,636 pounds
Combat	28,700 pounds
Maximum Take-off	36,549 pounds
Maximum Landing	35,696 pounds

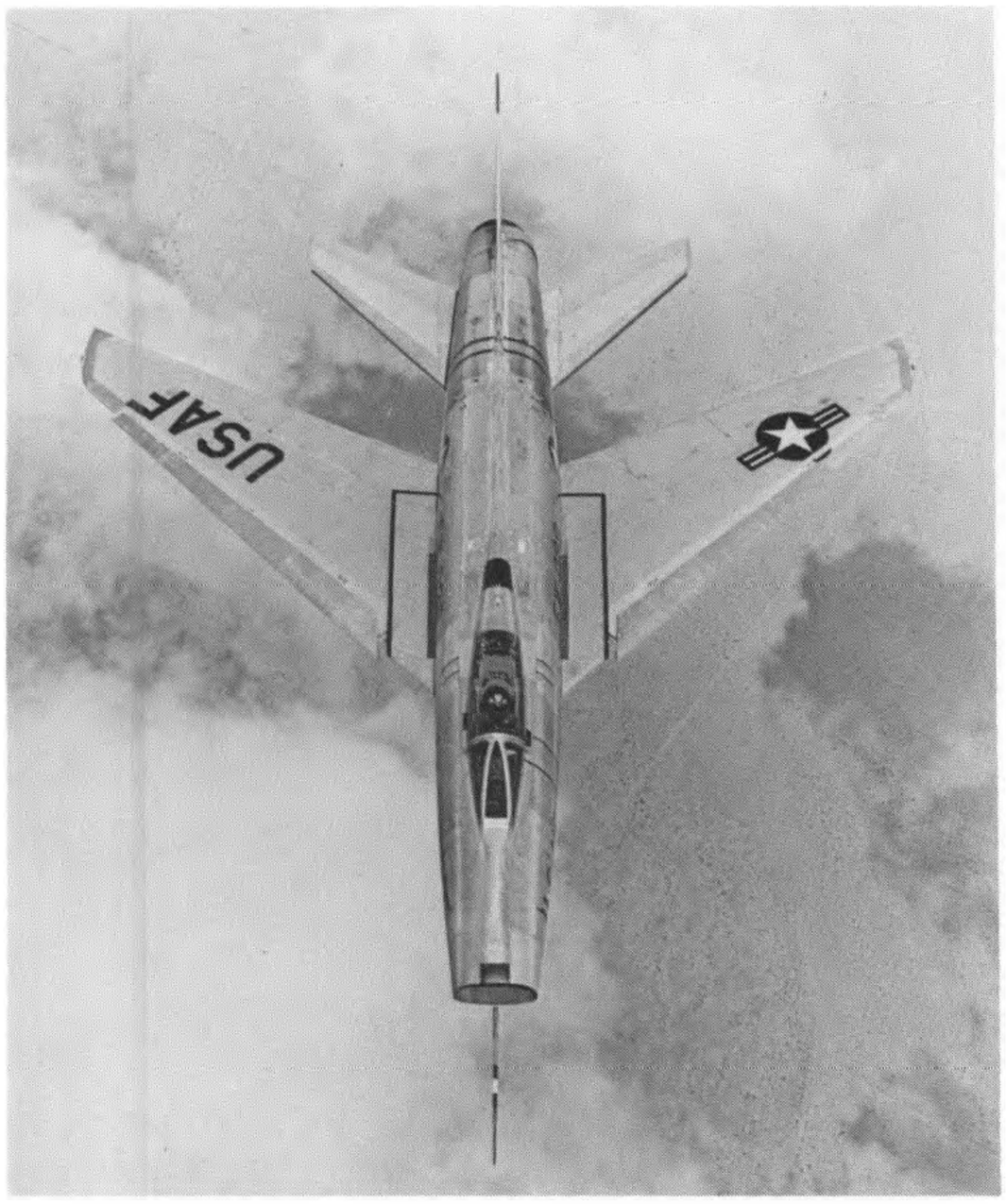
Performance data is shown in the following table.

Maximum speed	803 knots
Cruising speed	515 knots
Stalling speed	146 knots
Service ceiling	38,700 feet
Combat ceiling	49,100 feet
Rate of climb	21,600 fpm
Maximum range (ferry)	1,954 miles
Combat radius	572 miles

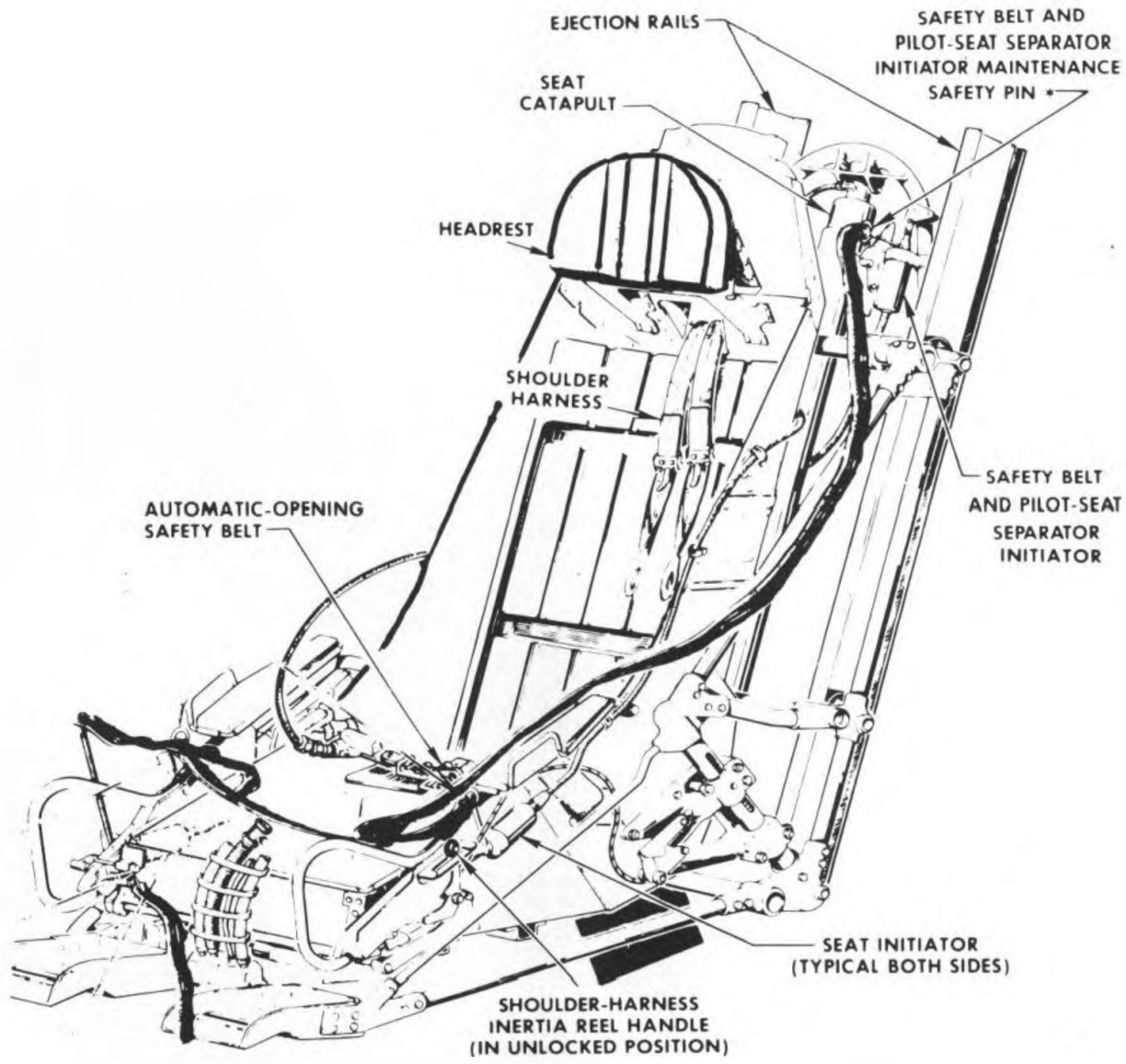
The following serial numbers were allocated to F-100C production.

F-100C-1-NA	53-1709 thru 53-1778
F-100C-1-NA	54-1740 thru 54-1769
F-100C-5-NA	54-1770 thru 54-1814
F-100C-15-NA	54-1815 thru 54-1859
F-100C-20-NA	54-1860 thru 54-1970
F-100C-25-NA	54-1971 thru 54-2120
F-100C-10-NH	55-2709 thru 55-2733

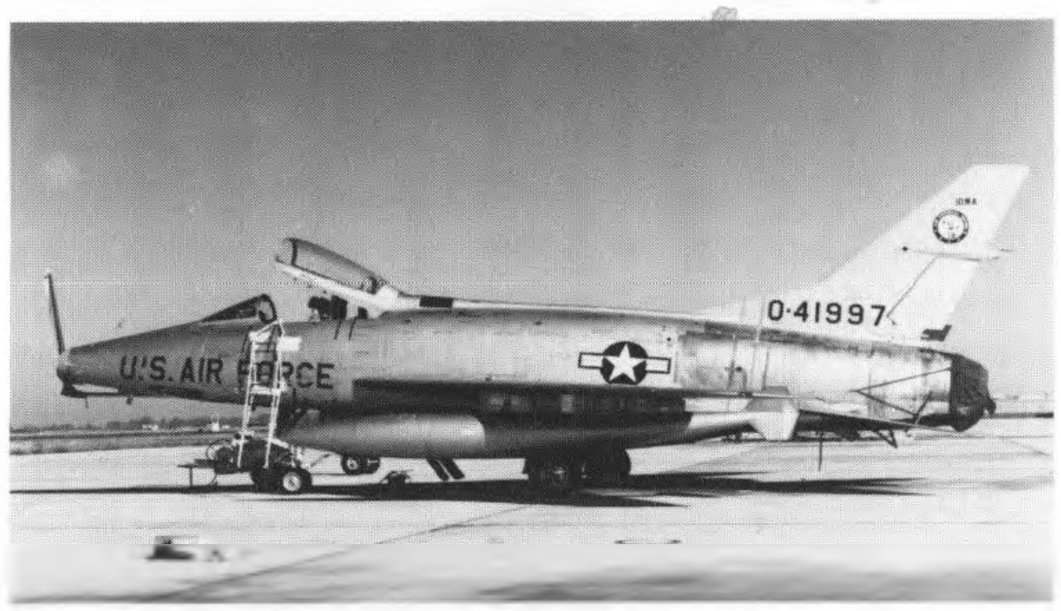
Note: This list of block numbers is shown "as ordered." In 1963/1964, all F-100 block numbers were increased by one during project "Hi-Wire." For example, F-100C-25-NA became F-100C-26-NA.



Topside details are revealed in this photograph. (USAF)

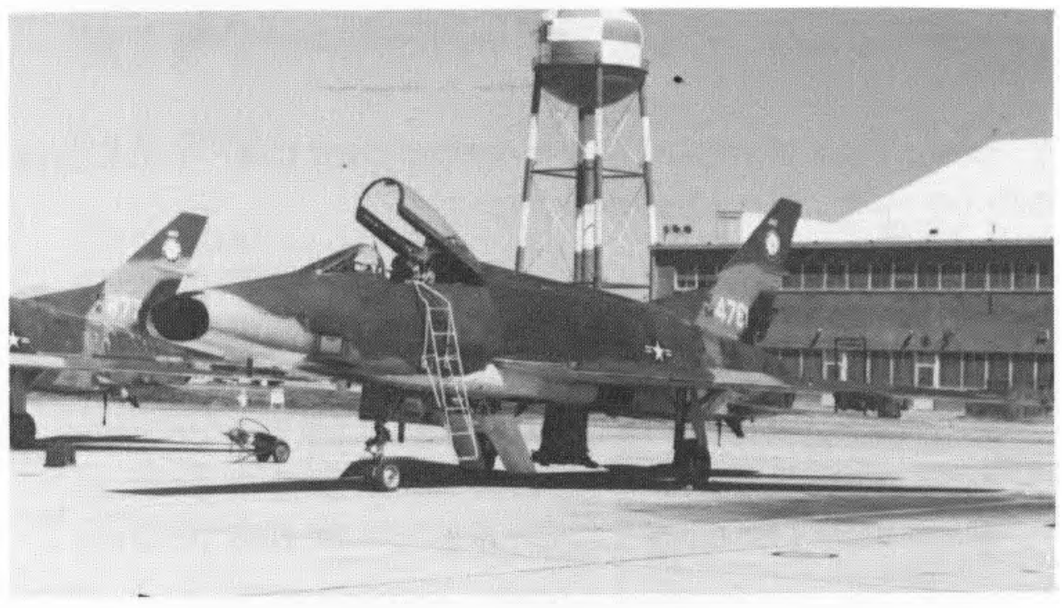

EJECTION RAILS
SAFETY BELT AND PILOT-SEAT SEPARATOR INITIATOR MAINTENANCE SAFETY PIN
SEAT CATAPULT
HEADREST
SHOULDER HARNESS
AUTOMATIC-OPENING SAFETY BELT
SAFETY BELT AND PILOT-SEAT SEPARATOR INITIATOR
SEAT INITIATOR (TYPICAL BOTH SIDES)
SHOULDER-HARNESS INERTIA REEL HANDLE (IN UNLOCKED POSITION)

This drawing shows the details of the ejection seat that was typical in the F-100A and -C versions. (USAF)



Many F-100Cs were assigned to the Air National Guard. The one at left belonged to the 136th TFS of the New York ANG, and 0-54-1997 was assigned to the 174th TFS which was part of the Iowa ANG. The only squadron markings are the ANG Minuteman insignia with the state's name above it on the tail. The 0- prefix to the serial number meant that the aircraft was over ten years old.

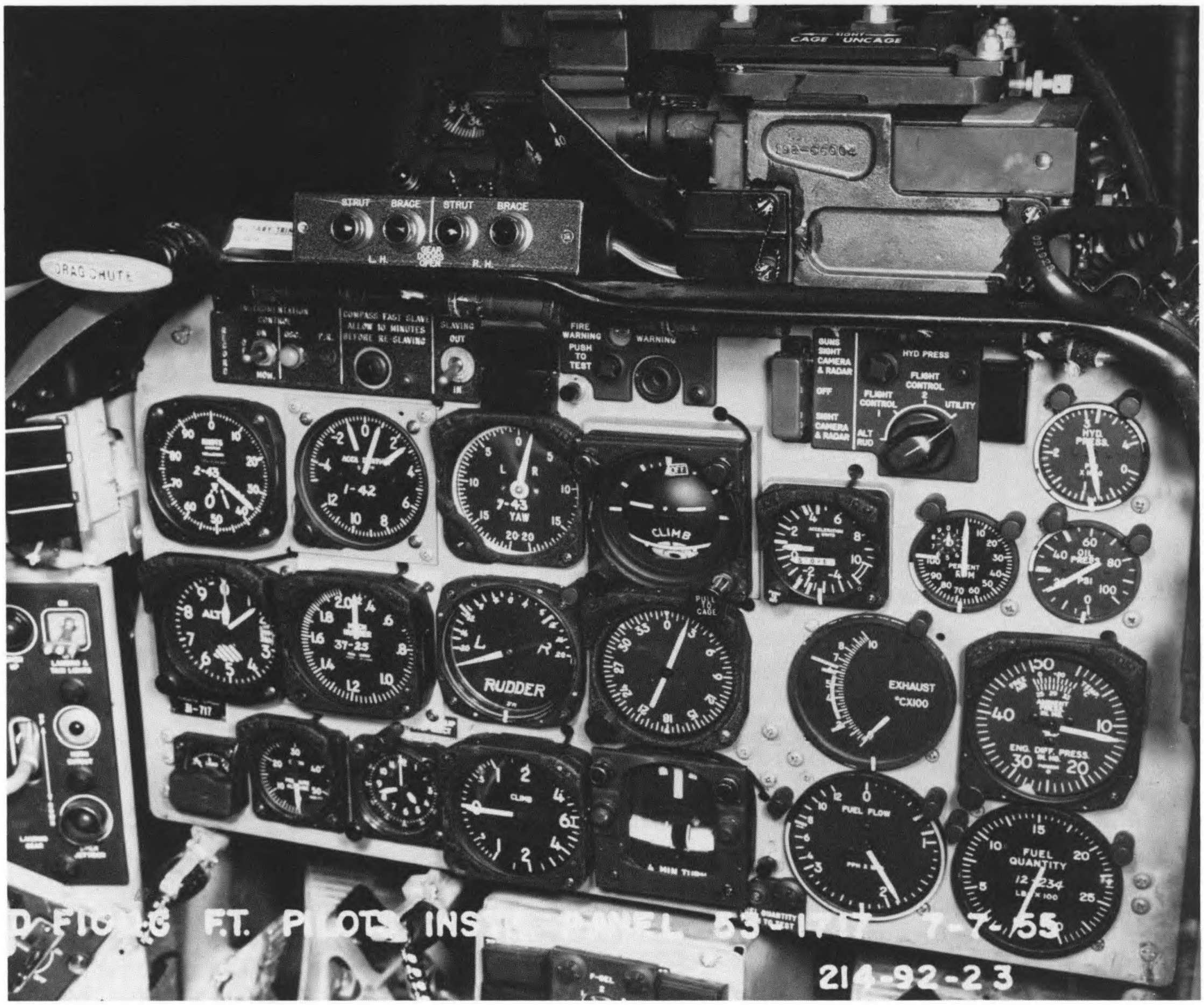
(Both MAP via Flightleader)



Two more ANG units are illustrated here. At left is an F-100C from the 166th TFS and the Ohio ANG, while the camouflaged aircraft at right carries the markings of the 152nd TFS of the Arizona ANG.

(Both MAP via Flightleader)

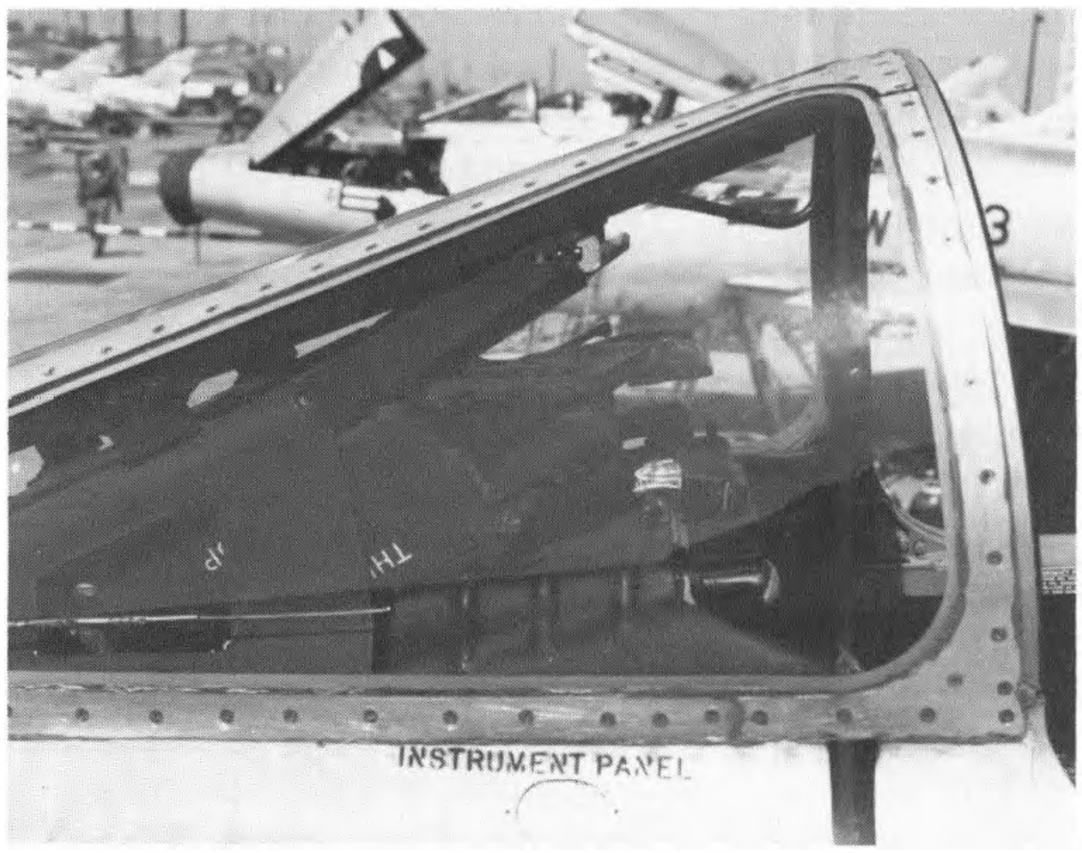
F-100C COCKPIT DETAILS



This is the instrument panel in an F-100C. While at first it may appear very similar to that used in the F-100A, the arrangement of the instruments is considerably different. *(Rockwell International)*

More details, to include the top of the control column, the landing gear lever, and a portion of the throttle quadrant are revealed in this photograph. Note that there are fewer instruments on the instrument panel in this aircraft than the one shown at the top of the page. However, this is 53-1718, and the top photo is of 53-1717, only one aircraft earlier. Both are F-100C-1-NAs.

(Rockwell International)



The gunsight glass and the anti-glare shield are visible through the windshield in this view.

(Rockwell International)

F-100D

The F-100D was built in larger numbers than any other variant of the Super Sabre, and had several noticeable differences from the earlier versions. Most apparent was the larger vertical tail with the large fairing for the AN/APS-54 tail warning antenna. Flaps were added to the inboard sections of the wing next to the fuselage, and this caused an angle to be present at the outboard flap line on the trailing edge of the wing. A wing fence was added to each wing, and the fuselage was over two feet longer than on the -A and -C versions. This freshly-camouflaged F-100D is rotating for take off, and illustrates the typical USAF markings first used with the SEA camouflage scheme on the Super Sabre. After experience showed that the paint usually burned off the titanium area around the engine, this part of the aircraft was often left unpainted. However, on this aircraft, one of the first Super Sabres to be camouflaged, the entire aft fuselage is painted.
(Rockwell International)

F-100D, DESIGNS NA-223, NA-224, NA-235, NA-245

While there were no really noticeable external changes between F-100A and F-100C, there were several features that distinguished the F-100D from the previous variants. First, the vertical tail was increased in size, and a fairing for a rear warning antenna was located just above the rudder. This fairing was considerably larger than the one used on the F-100A and -C. Inboard wing flaps were added to reduce landing speeds. These flaps resulted in an increase in wing area from 385 square feet to 400 square feet. On earlier versions, the trailing edge of the wing had been straight from tip to root, but now, with the addition of the flaps, there was an angle at the outboard edge of the flaps. Wing fences were installed at the factory, but were sometimes removed in the field. The probe and drogue in-flight refueling capability was retained, and both internal and external tanks could be in-flight refueled. The capability to carry the "buddy" tanker refueling equipment was added, and this permitted the F-100D to act as a tanker for other aircraft.

An MB-3 autopilot was added in the cockpit, and an A-4 gun-bomb-rocket sight was used in conjunction with radar ranging equipment for conventional weapons delivery. To deliver special (nuclear) stores, a low altitude AN/AJB-1B bombing system (LABS) was used along with the M-1 bombing system and either a T-249 or T-270 monitoring system. Beginning with the 184th production aircraft, a centerline station was added to carry a special weapon or practice dispenser. A camera pod could also be carried on this pylon, but the KA-7/A strike camera was the standard camera carried. The engine remained the J57-P-21 or -21A as it had been in most F-100C productions.

The contract for the F-100D was signed in October 1954, and the first flight occurred in November 1955. The first -D was accepted by the Air Force in January 1956, and a total of 1,274 were produced. Production was divided between North American's Inglewood (940) and Columbus (334) plants. After first flying the F-100C, the Thunderbirds converted to the F-105B in 1964, but after finding the Thunderchief unsuitable, returned to the Super Sabre in the form of the F-100D. An F-100F was also assigned to the team.

Although the Standard Aircraft Characteristics for the

F-100D lists the air-to-air mission first, the Air Force considered this version of the Super Sabre as a fighter-bomber first and a clear air fighter second. During its operational service, provisions were added to permit it to carry the Sidewinder air-to-air missiles and the Bullpup, command-guided air-to-ground missile on certain modified aircraft. Other external ordnance carried by the F-100D are summarized in the following table.

BOMBS

Number (max)	Class (pounds)
4	1000
6	750
8*	750
6	500
10*	500

*TER equipped aircraft

SPECIAL STORES

Number	Type
1	MK-7
1	MK-28
1	MK-43
1	MK-57
1	MK-61

The maximum load of external stores was 7040 pounds.

Like all other versions of the Super Sabre except the two-seat F-100F, the F-100D was armed with four M-39 20mm cannon with 200 rounds of ammunition for each gun. A KB-3 gun camera was fitted. Up to thirty-eight 2.75-inch rockets could be carried on external pylons in pods.

The following table summarizes the weights for the F-100D.

Empty	20,638 pounds
Basic	21,133 pounds
Design	28,177 pounds
Combat	30,061 pounds
Maximum take off	38,048 pounds
Maximum landing	34,406 pounds

Performance figures for the F-100D were as follows.

Maximum speed	765 knots
Cruising speed	512 knots
Stalling speed	147 knots
Service ceiling	39,600 feet
Combat ceiling	46,900 feet
Rate of climb	19,000 fpm
Maximum range (ferry)	1,995 miles
Combat radius	520 miles

Internal and external fuel quantities are shown in the table.

Location	Number of Tanks	Gallons
Fuselage	7	770
Wing	2	419
Wing drop	2	550*
	or	
Wing drop	2	750*
	or	
Wing drop	2	900*
Wing drop (ferry)	2	400**

* Wing drop tanks were normally carried on the center wing stations. These tanks could be of 275, 335, or 450-gallon capacities.

** The 2[illegible]-gallon ferry tanks that were usually carried on the inboard wing stations were prohibited when they were found to cause directional instability at high speeds.

Standard electronics in the F-100D were as follows.

UHF Command	AN/ARC-34
Radio Compass	AN/ARN-6
IFF	AN/APX-6A or -25
Radar Homing	AN/APR-25
Radar Warning	AN/APR-26
Omni or Tacan	AN/ARN-14 or -25
Interphone	AN/AIC-10

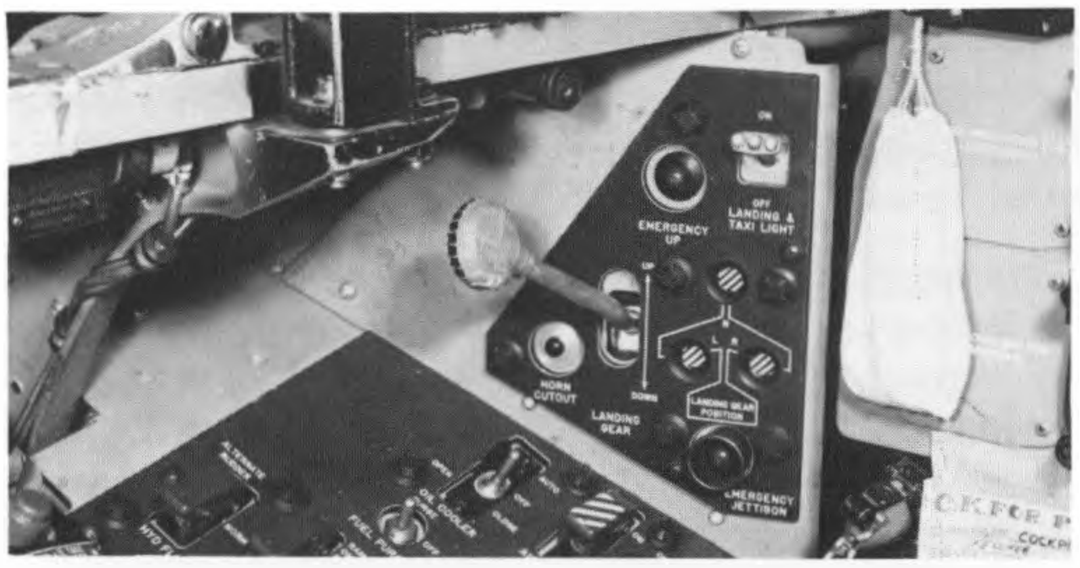
The following serial numbers were allocated to the F-100D production blocks.

F-100D-1-NA	54-2121 thru 54-2132
F-100D-5-NA	54-2133 thru 54-2151
F-100D-10-NA	54-2152 thru 54-2221
F-100D-15-NA	54-2222 thru 54-2303
F-100D-20-NA	54-3502 thru 54-3601
F-100D-25-NA	55-3602 thru 55-3701
F-100D-30-NA	55-3702 thru 55-3814
F-100D-35-NH	55-2734 thru 55-2743
F-100D-40-NH	55-2744 thru 55-2783
F-100D-45-NH	55-2784 thru 55-2863
F-100D-50-NH	55-2864 thru 55-2908
F-100D-55-NH	55-2909 thru 55-2954
F-100D-60-NA	56-2903 thru 56-2962
F-100D-65-NA	56-2963 thru 56-3022
F-100D-70-NA	56-3023 thru 56-3142
F-100D-75-NA	56-3143 thru 56-3198
F-100D-80-NH	56-3351 thru 56-3378
F-100D-85-NH	56-3379 thru 56-3463
F-100D-90-NA	56-3199 thru 56-3346

Note: This list of block numbers is shown "as ordered." In 1963/1964, all F-100 block numbers were increased by one during project "Hi-Wire." For example, F-100D-30-NA became F-100D-31-NA.

F-100D COCKPIT DETAILS

This is the instrument panel in a standard, early F-100D. The photograph was taken in F-100D-20-NA, 55-3504, on August 29, 1956. *(Rockwell International)*



The landing gear controls were located on the left auxiliary panel. *(Rockwell International)*

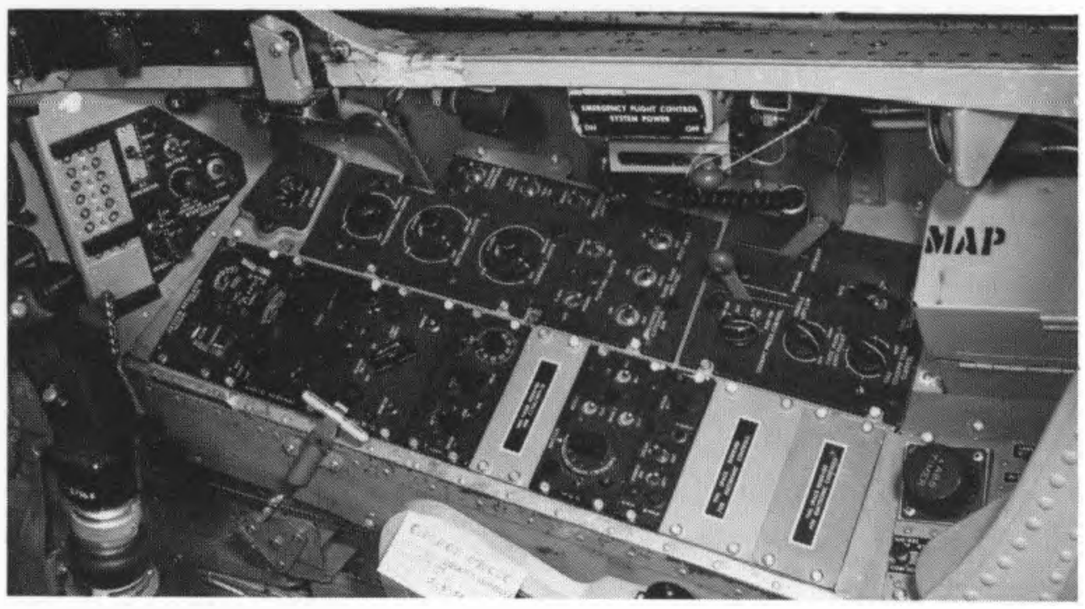
This is the right auxiliary panel which has the engine ignition buttons, battery switch, and circuit breakers. *(Rockwell International)*

Details of the center console are provided in this view. *(Rockwell International)*

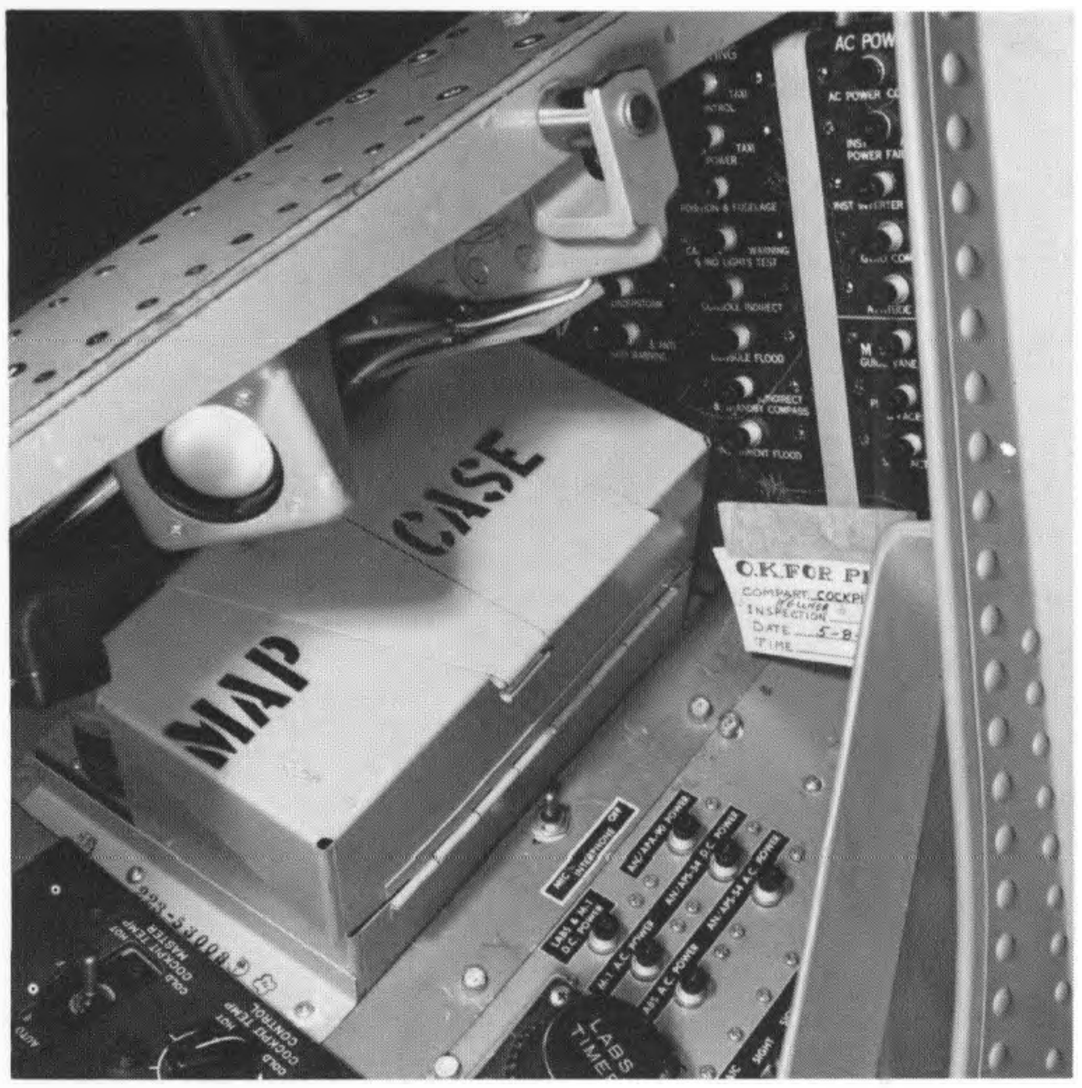
This photograph shows the addition of the APR-25 Radar Homing and Warning (RHAW) in the cockpit of an F-100D. *(Menard)*

This view looks aft on the left side of the cockpit. Circuit breakers are located on the aft bulkhead behind the seat. *(Rockwell International)*

This is the left console in an F-100D. Details of the throttle quadrant are clearly visible in this photograph. *(Rockwell International)*



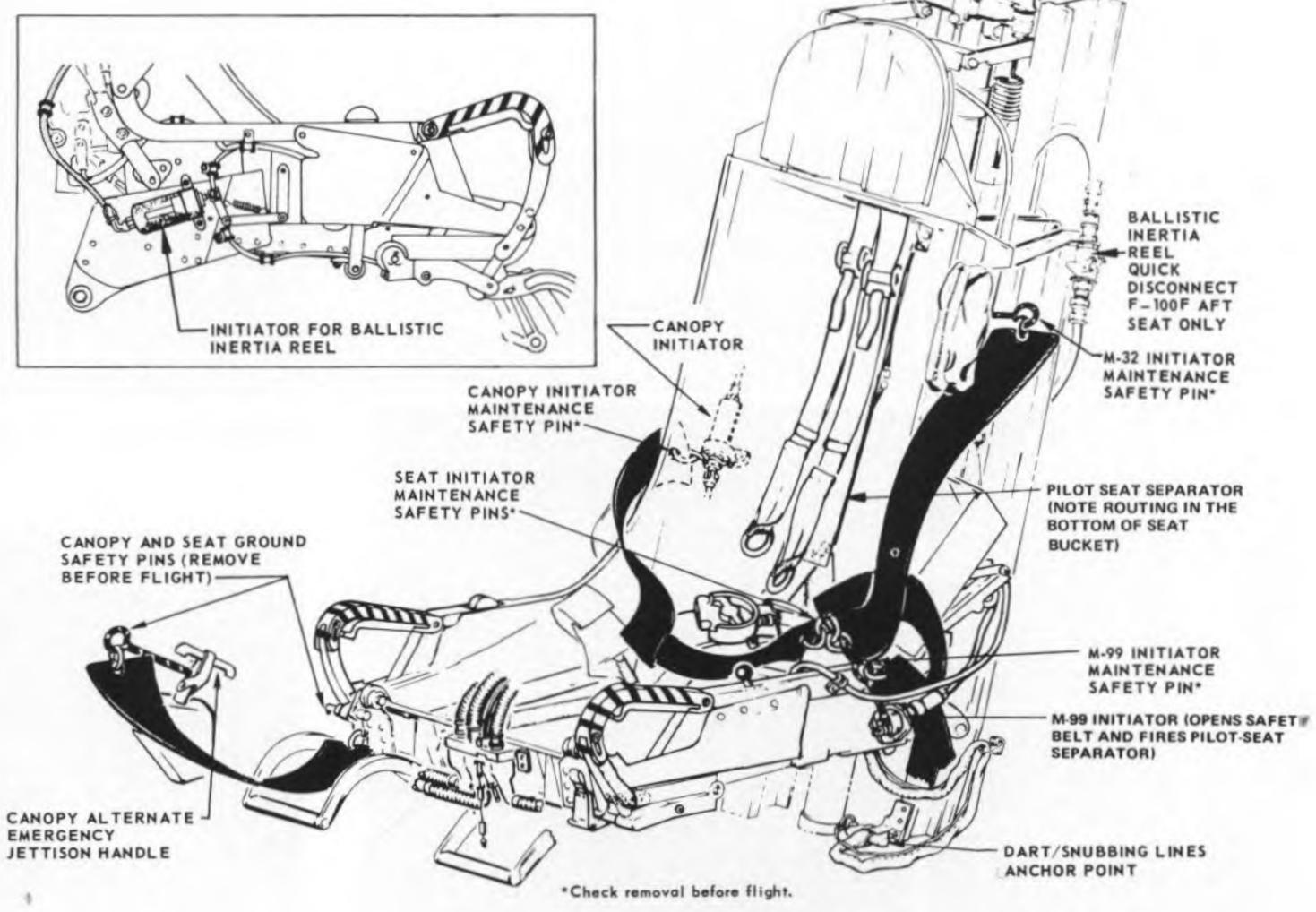
The right console is illustrated here. The cockpit was a medium gray with black panels. *(Rockwell International)*



A similar view on the right side is shown here. The map case is the dominant feature of this portion of the right console, and again, there are circuit breakers on the aft bulkhead. It must have been very difficult for a pilot who was strapped into his seat to turn and reset one of these breakers if it became necessary to do so in flight. *(Rockwell International)*

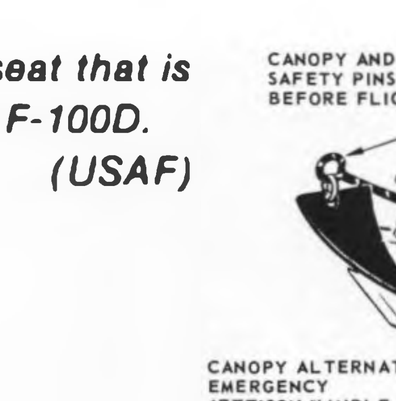
The area behind the seat is shown in these two photographs. This part of the canopy is painted flat black, while the cockpit area behind the seat is the same medium gray as the rest of the cockpit. *(Both Menard)*

EJECTION SEAT DETAILS

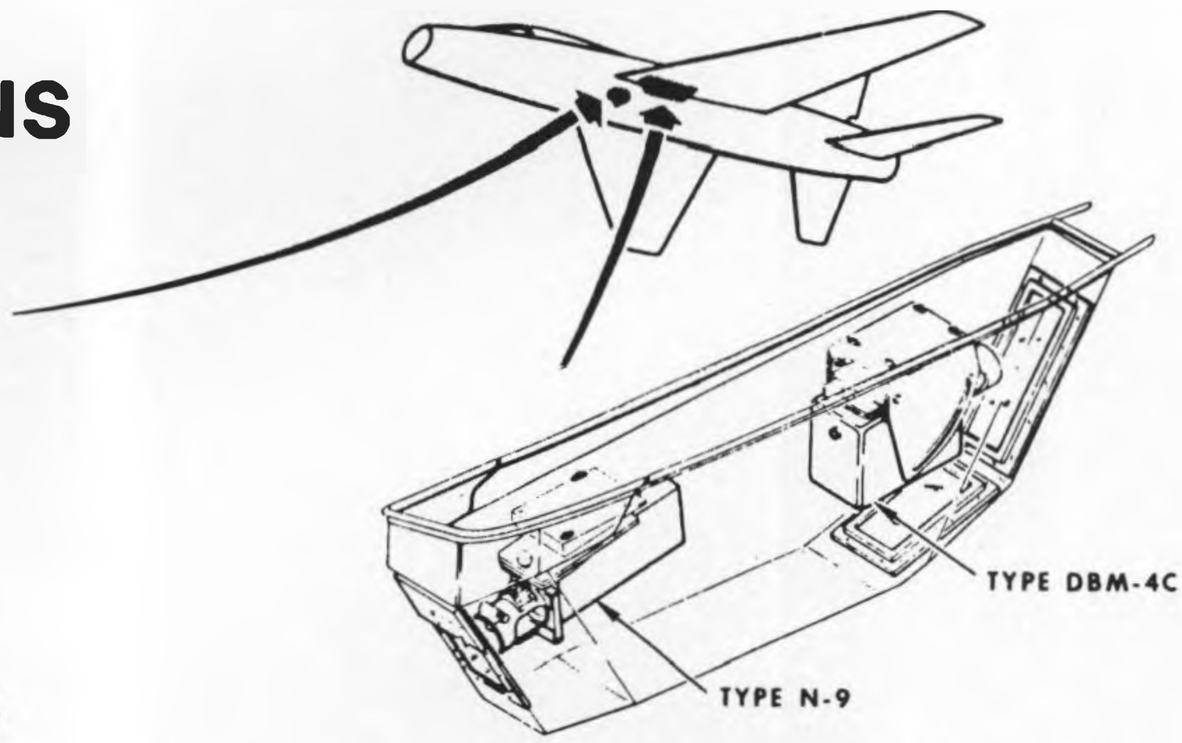

INITIATOR FOR BALLISTIC INERTIA REEL
CANOPY INITIATOR
CANOPY INITIATOR MAINTENANCE SAFETY PIN*
SEAT INITIATOR MAINTENANCE SAFETY PINS*
CANOPY AND SEAT GROUND SAFETY PINS (REMOVE BEFORE FLIGHT)
CANOPY ALTERNATE EMERGENCY JETTISON HANDLE
BALLISTIC INERTIA REEL QUICK DISCONNECT F-100F AFT SEAT ONLY
M-32 INITIATOR MAINTENANCE SAFETY PIN*
PILOT SEAT SEPARATOR (NOTE ROUTING IN THE BOTTOM OF SEAT BUCKET)
M-99 INITIATOR MAINTENANCE SAFETY PIN*
M-99 INITIATOR (OPENS SAFETY BELT AND FIRES PILOT-SEAT SEPARATOR)
DART/SNUBBING LINES ANCHOR POINT
*Check removal before flight.

Right: This is the ejection seat that is typical of that found in the F-100D. *(USAF)*

CAMERA INSTALLATIONS



KA-71A OR KB-18A STRIKE CAMERA



COMBAT DOCUMENTATION CAMERA POD

Camera installations are shown in this drawing. In addition, a camera pod could be carried on the centerline pylon on aircraft so equipped. *(USAF)*

This unusual photograph shows underside details of the F-100D as originally built. Note the speed brake without the widened cutout, the position of the guns, lights on either side of the nose wheel well, the fact that the inner main landing gear doors are closed, and the various shadings of the different metal panels. The leading edge slats have been taped in the up or retracted position. *(Rockwell International)*

F-100F

The first two-seat Super Sabre was originally designated TF-100C, and it was converted from F-100C-20-NA, 54-1966. That aircraft is shown here as it appeared on July 2, 1956. *(Rockwell International)*

F-100F, DESIGNS NA-243, NA-261, NA-262, NA-255

With its first aircraft capable of supersonic speeds in level flight in the operational inventory, the Air Force realized the need for a trainer that was also capable of supersonic flight. Super Sabre pilots were getting their first sustained supersonic experience in the single-seat F-100s, and there had been an unusually high number of accidents with these versions of the Super Sabre. It seemed logical that by putting the new pilots in the same aircraft with a qualified instructor, they would gain valuable training and experience in the two-place aircraft, and this would reduce the number of accidents. In September 1955, North American proposed to convert an F-100C to a two-place trainer at its own expense. F-100C-20-NA, 54-1966, was modified to the two-seat prototype, and was also fitted with the F-100D type vertical tail. Designated TF-100C, it first flew in August 1956 with Alvin White at the controls. The first production aircraft, designated F-100F, made its maiden flight on March 7, 1957, and was flown by NAA's Gage Mace.

A total of 339 F-100Fs were accepted and many were assigned to the units that operated the single-seat versions. The foreign nations that flew the Super Sabre also received F-100Fs. But the two-seater did little to reduce the Hun's accident rate, and in fact, over one-quarter of the F-100Fs were destroyed by accidents.

Basically, the F-100F was a stretched two-seat F-100D. It retained the air-superiority and fighter-bomber combat capabilities, and was also powered by the J57-P-21 or -21A engine. It could carry the same conventional weapons as the -D, but in lesser quantities. Bombs of the 1000 (4), 750 (6), and 500-pound (6) classes could be carried on the wing stations. Up to thirty-eight 2.75-inch rockets could be carried in pods, but the maximum external load was 5000 pounds as compared to 7040 pounds for the -D. The same special stores carried on the F-100D

The first production F-100F-1-NA, 56-3725, takes off on its first flight. The date of this flight was March 7, 1957, with Gage Mace at the controls. Note that there is no "back seater" for this flight. *(Rockwell International)*

Details of the larger two-place canopy of the F-100F are seen in this view. Especially noteworthy are the details of the inside of the canopy rails which are painted flat black. (Rockwell International)

could also be delivered by the F-100F. A centerline station for special stores was provided for all F-100Fs.

The outboard guns were deleted, and the two remaining 20mm cannon were supplied with 175 rounds of ammunition each, as compared to 200 rounds each in all previous variants. Sidewinder air-to-air missiles and Bullpup air-to-surface missiles could be carried on -Fs that were modified to do so. Fuel capacities, both internal and external, were the same as for the F-100D.

As stated in the developmental history, the F-100F became the first Wild Weasel aircraft used in Southeast Asia to perform the hazardous mission of suppressing surface-to-air missile and radar-directed gun sites. These F-100Fs, called "Wild Weasel I" aircraft, were fitted with special radar homing and warning (RHAW) gear to detect radio frequency from various radars. The APR-25 receiver could detect the S-band transmissions that were used by the SA-2's fire control radar and an early warning ground control intercept (GCI) radar. C-band signals, used by a later version of the SA-2, and X-band transmissions could also be detected. The APR-25 (WR-300) L-band warning receiver indicated missile guidance signals, and the IR-133 panoramic receiver detected S-band signals. Also fitted in the Weasels were a KA-60 panoramic camera and a dual-track tape recorder.

The first four of these specially equipped aircraft deployed to Korat, Thailand, on November 21, 1965. The first mission was flown on December third. Three additional Weasels were added in February 1966. Some of these aircraft used the Shrike anti-radiation missile (ARM) to attack SA-2 systems, but conventional weapons were used extensively.

While the F-100F "Wild Weasel Is" proved the viability of a specially equipped aircraft to perform this important mission, they were limited by the aircraft's performance and ordnance-carrying limitations. They were replaced by the F-105F, and later the F-105G, Wild Weasels that had better performance. The F-105Fs and -Gs could carry both the Shrike and Standard ARMs and had better electronics than the F-100Fs.

Electronics carried by the standard F-100Fs included the following.

UHF Command	AN/ARC-34
Radio Compass	AN/ARN-6
Omni or Tacan	AN/ARN-14 or -21
ILS	AN/ARN-31
Marker Beacon	AN/ARN-32
IFF	AN/APX-6A or -25
Interphone	AN/AIC-10
Flight Command	AN/APW-11A
Indicator Group	AN/APA-90
Radar Warning	AN/APS-54A
Chaff Dispenser	AN/ALE-2
Radar Ranging	AN/APG-30A

Performance figures for the F-100F were as follows.

Maximum speed	760 knots
Cruising speed	510 knots
Stalling speed	157 knots
Service ceiling	38,500 feet
Combat ceiling	47,800 feet
Rate of climb	18,500 fpm
Maximum range (ferry)	1,661 miles
Combat radius	508 miles

Weights for the F-100F are provided in this table.

Empty	21,712 pounds
Basic	22,202 pounds
Design	28,746 pounds
Combat	31,413 pounds
Maximum take-off	39,122 pounds
Maximum landing	34,950 pounds

F-100F production blocks were allocated the following serial numbers.

F-100F-1-NA	56-3725 thru 56-3739
F-100F-5-NA	56-3740 thru 56-3769
F-100F-10-NA	56-3770 thru 56-3919
F-100F-15-NA	56-3920 thru 56-4019
F-100F-15-NA	58-6975 thru 58-6983
F-100F-15-NA	59-2558 thru 59-2563
F-100F-20-NA	58-1205 thru 58-1233

Note: This list of block numbers is shown "as ordered." In 1963/1964, all F-100 block numbers were increased by one during project "Hi-Wire." For example, F-100F-15-NA became F-100F-16-NA.

GENERAL ARRANGEMENT

1 RADAR ANTENNA

2 NOSE RADAR AND RADIO BAY

3 LIQUID OXYGEN CONVERTERS

4 EJECTION SEATS

5 OMNIDIRECTIONAL ANTENNA

6 RAM-AIR TURBINE

7 RETRACTABLE TAIL SKID

8 DRAG CHUTE COMPARTMENT

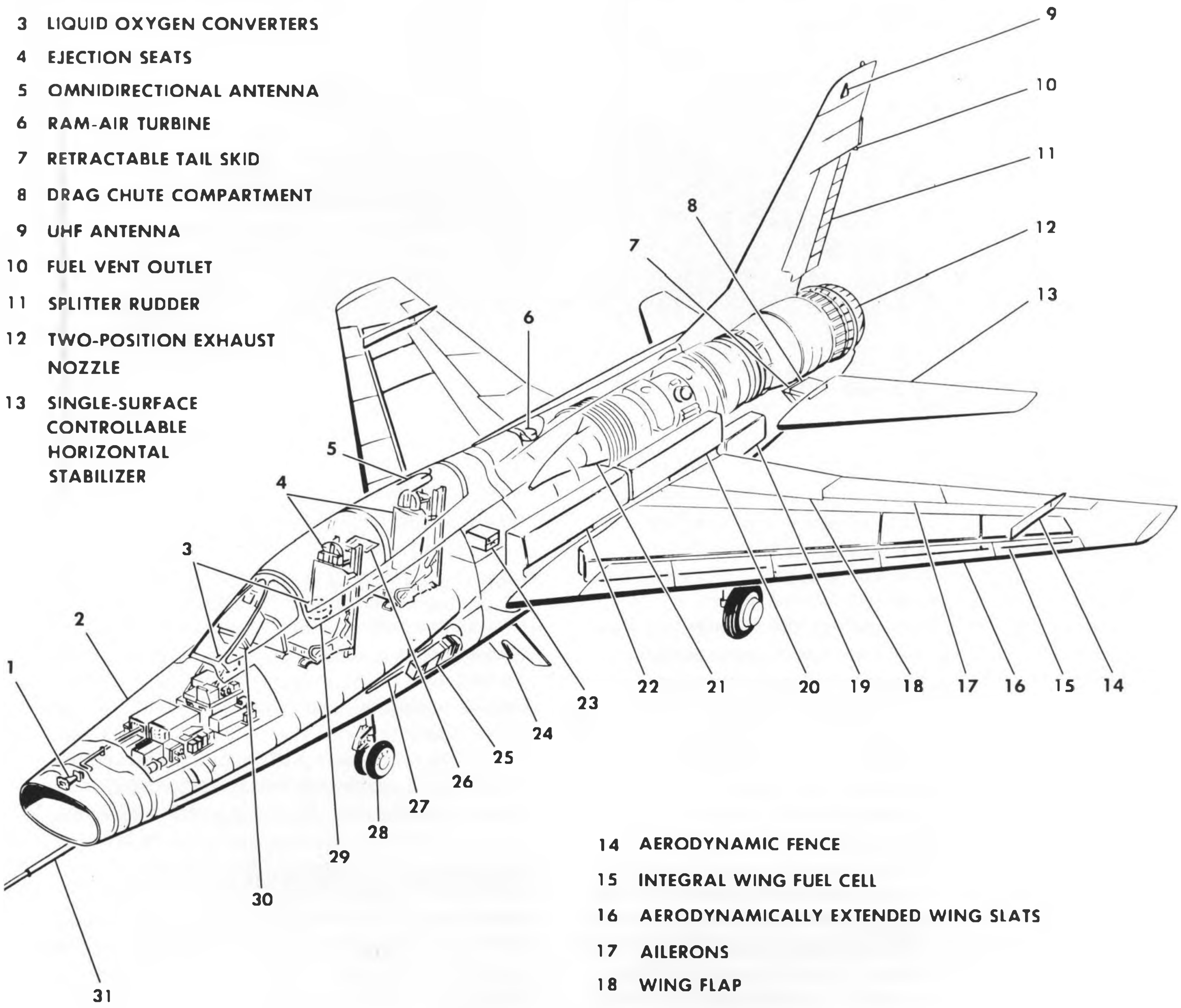
9 UHF ANTENNA

10 FUEL VENT OUTLET

11 SPLITTER RUDDER

12 TWO-POSITION EXHAUST NOZZLE

13 SINGLE-SURFACE CONTROLLABLE HORIZONTAL STABILIZER



14 AERODYNAMIC FENCE

15 INTEGRAL WING FUEL CELL

16 AERODYNAMICALLY EXTENDED WING SLATS

17 AILERONS

18 WING FLAP

19 AFT FUSELAGE FUEL CELL

20 INTERMEDIATE FUEL CELL

21 J57 ENGINE WITH AFTERBURNER

22 FUSELAGE FORWARD FUEL CELL

23 BATTERY

24 SPEED BRAKE

25 GUN AND AMMUNITION COMPARTMENT

26 AIR BLAST DEFLECTOR

27 M-39 GUN

28 STEERABLE NOSE GEAR

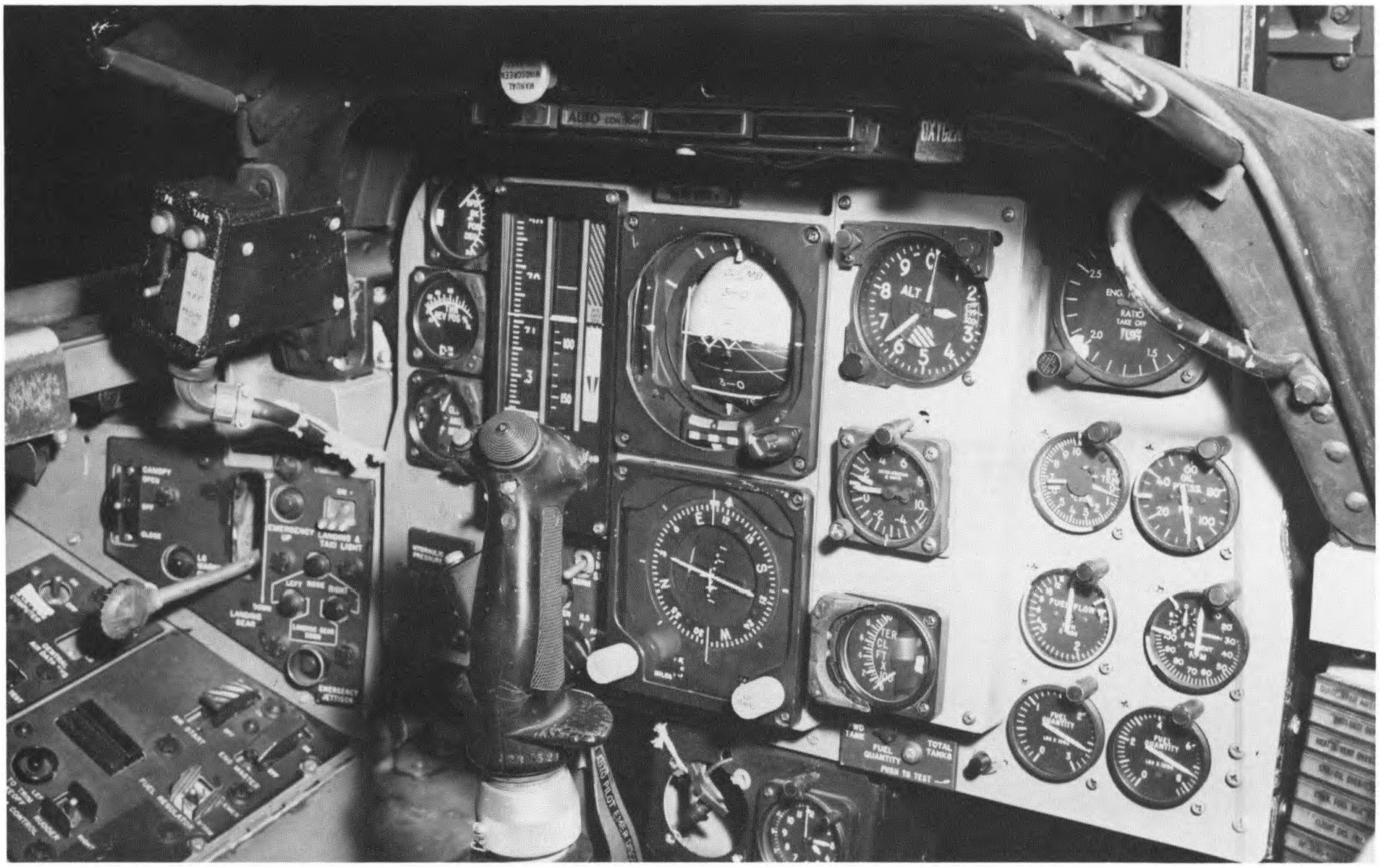
29 ELECTRICALLY OPERATED HINGED CANOPY

30 GUN SIGHT

31 PITOT-STATIC BOOM

F-100F COCKPIT DETAILS

The front cockpit in an F-100F was basically the same as that in the F-100D. *(Rockwell International)*

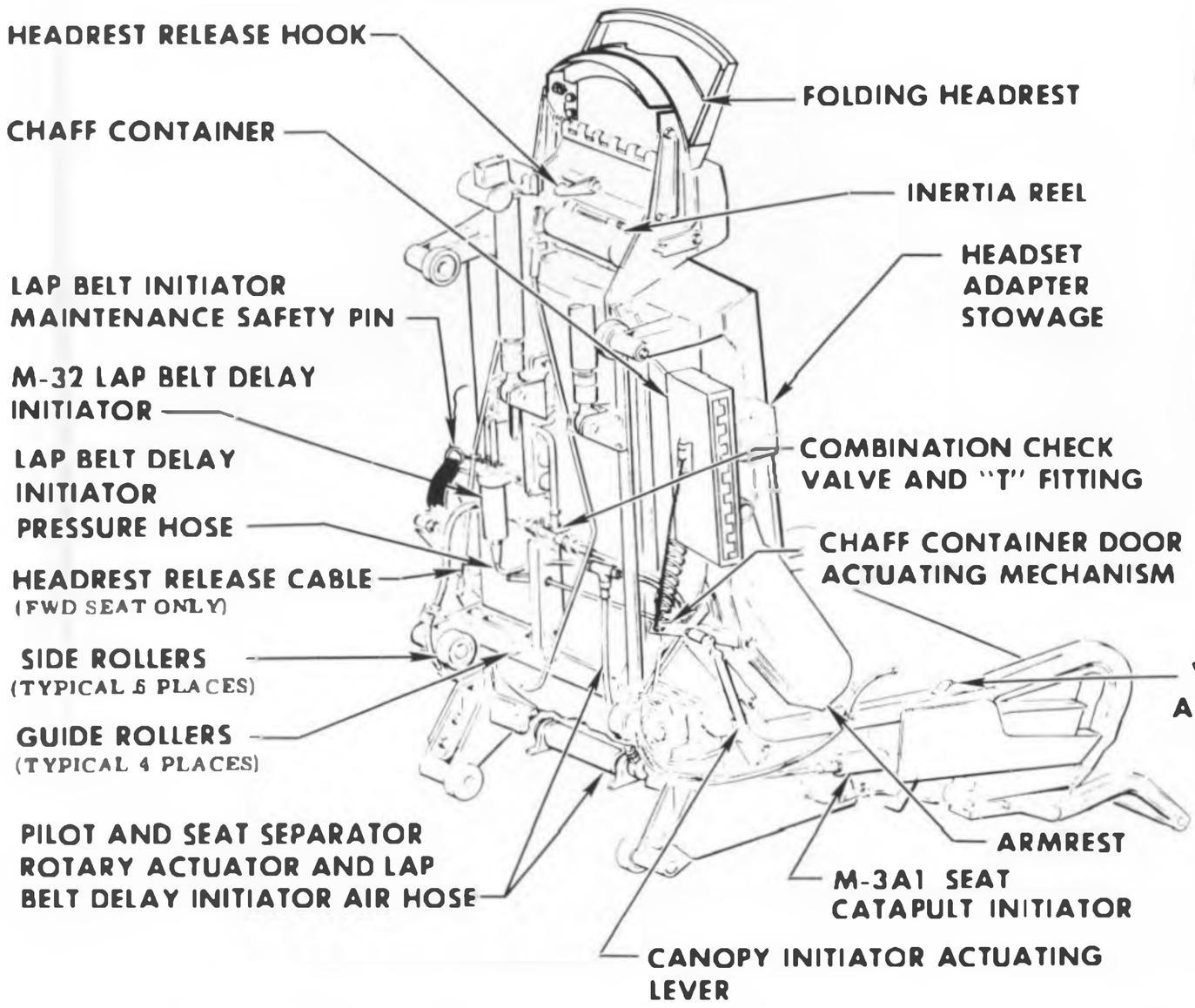


This is the instrument panel in the rear cockpit of an F-100F. Note the tape type instrument to the left of the artificial horizon. More photographs of the F-100F cockpits can be found in the color section on page 37.

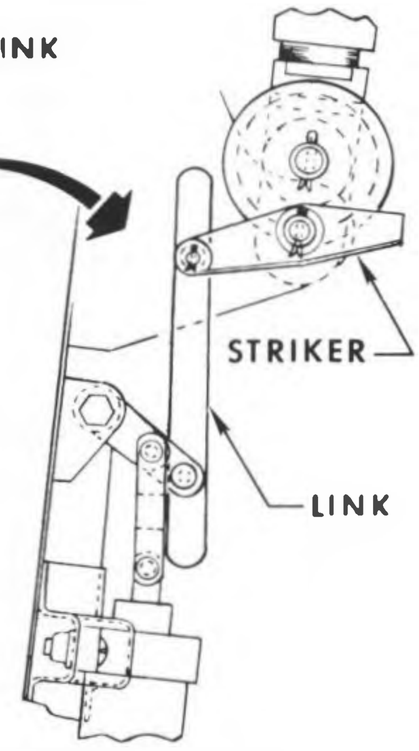
(Rockwell International)

EJECTION SEAT DETAILS

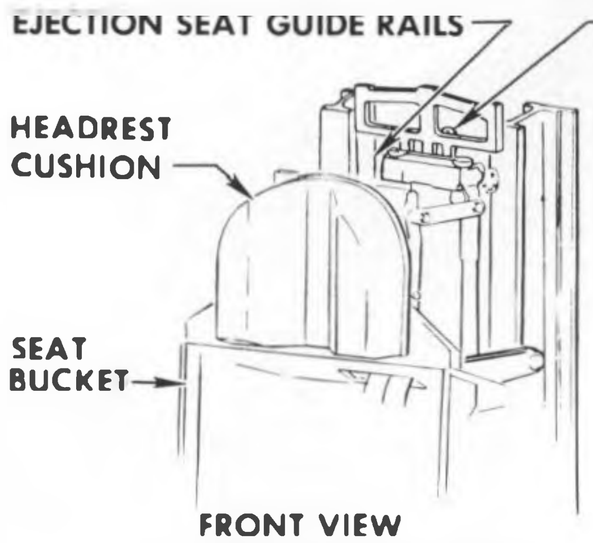
NOTE The front and rear seats are typical, except for the items noted.


HEADREST RELEASE HOOK
CHAFF CONTAINER
LAP BELT INITIATOR MAINTENANCE SAFETY PIN
M-32 LAP BELT DELAY INITIATOR
LAP BELT DELAY INITIATOR PRESSURE HOSE
HEADREST RELEASE CABLE (FWD SEAT ONLY)
SIDE ROLLERS (TYPICAL 5 PLACES)
GUIDE ROLLERS (TYPICAL 4 PLACES)
PILOT AND SEAT SEPARATOR ROTARY ACTUATOR AND LAP BELT DELAY INITIATOR AIR HOSE
FOLDING HEADREST
INERTIA REEL
HEADSET ADAPTER STOWAGE
COMBINATION CHECK VALVE AND "T" FITTING
CHAFF CONTAINER DOOR ACTUATING MECHANISM
VERTICAL ADJUSTMENT SWITCH
ARMREST
M-3A1 SEAT CATAPULT INITIATOR
CANOPY INITIATOR ACTUATING LEVER

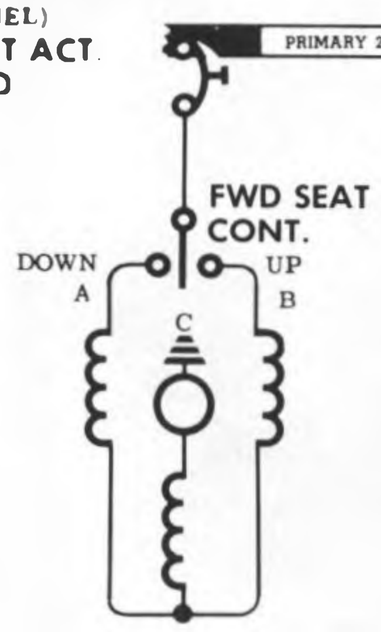
REAR VIEW
REAR SEAT

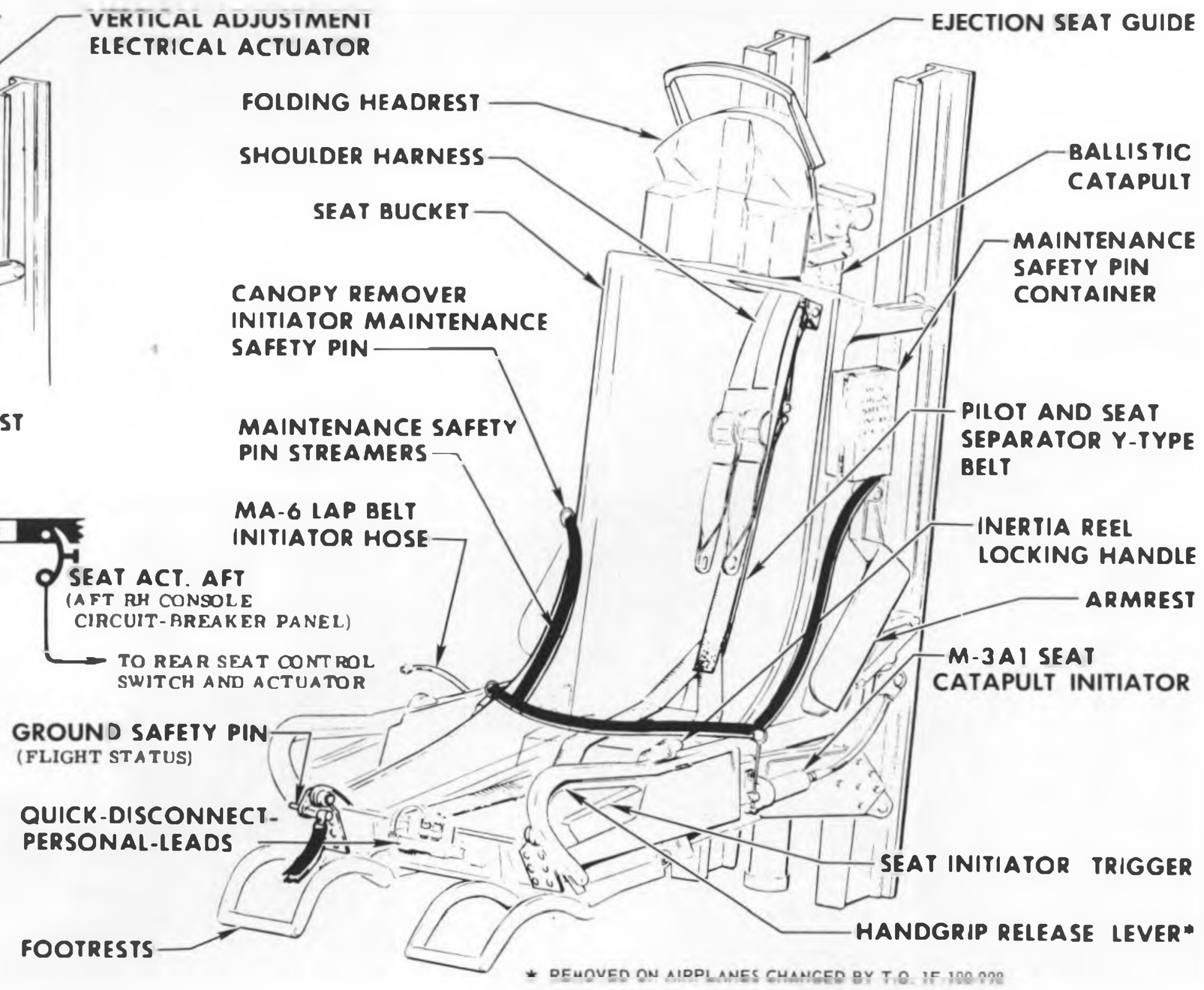


LAP BELT LINKAGE
(VIEW LOOKING INBOARD)



FRONT VIEW
REAR SEAT HEADREST





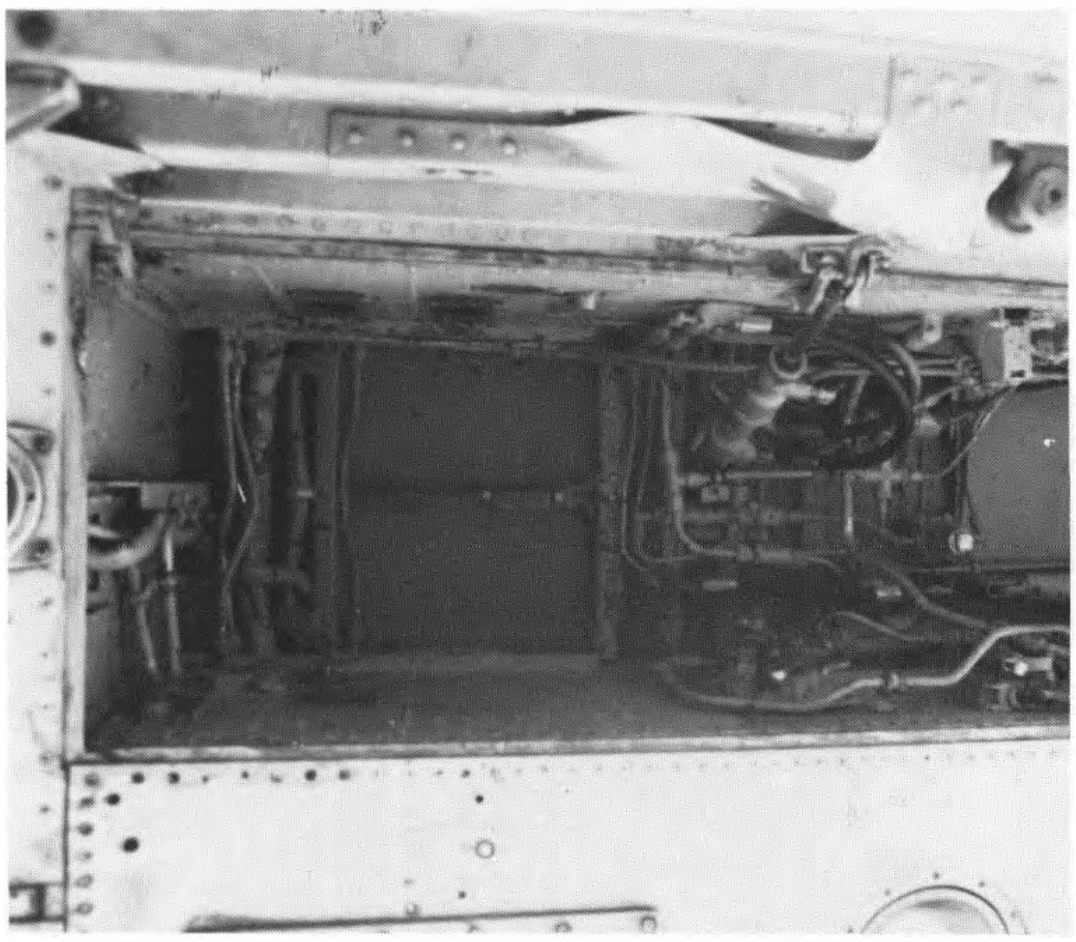
* REMOVED ON AIRPLANES CHANGED BY T.O. 1F-100-920

Details of the ejection seats used in the F-100F are revealed in this drawing. Note that the front seat has a folding headrest, while the rear seat does not. *(USAF)*

SUPER SABRE DETAILS

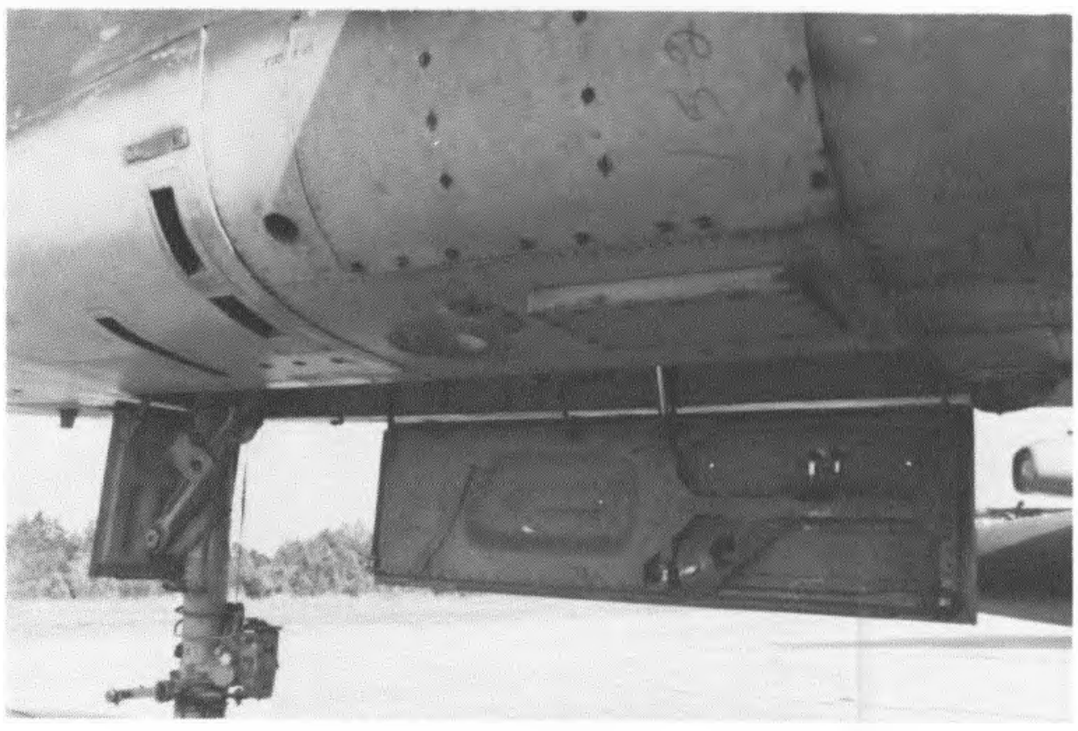
NOSE LANDING GEAR

Taken from the right, this close-up shows details of the nose landing gear. The oleo strut is extended more than usual in this photograph.

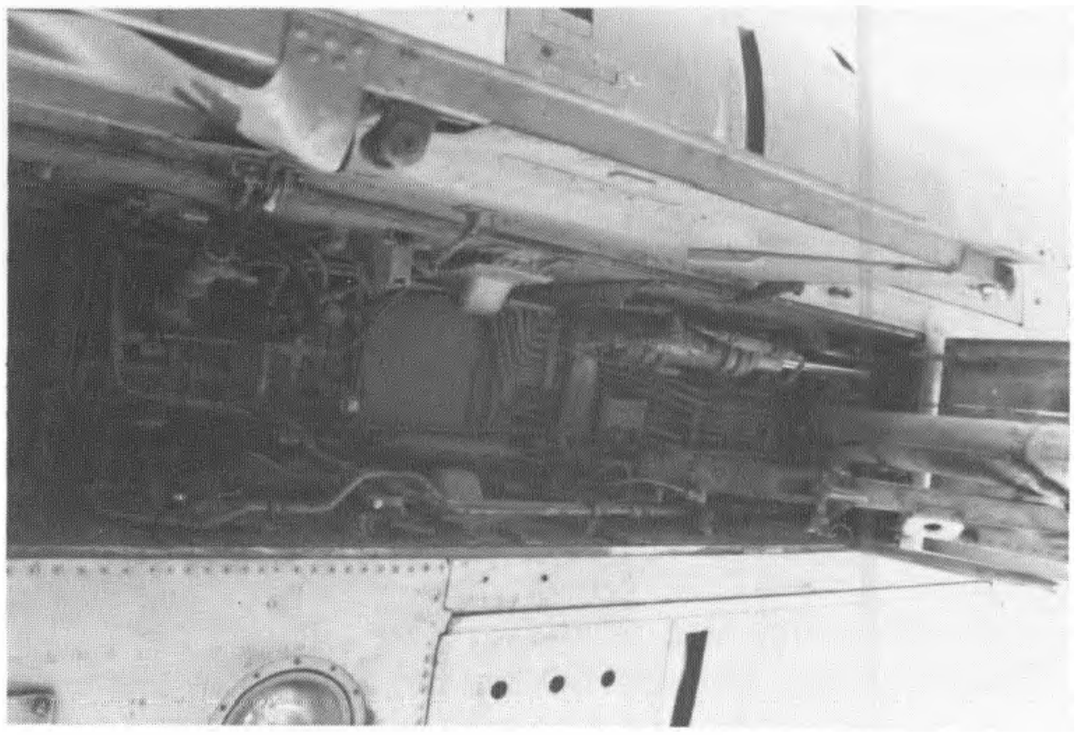


Details of the aft section of the nose gear well are visible here. The main nose gear door is at the top of the photograph, and the strut that actuates this door can be seen extending to the top of the wheel well.

In this view, the oleo strut is extended its usual length with the aircraft sitting on the ground. The strut and interior of the doors were usually painted aluminum as they are here, but were often painted a medium gray as seen in the other photographs on this page. In a few cases, chromate green was used on the doors and the wells.



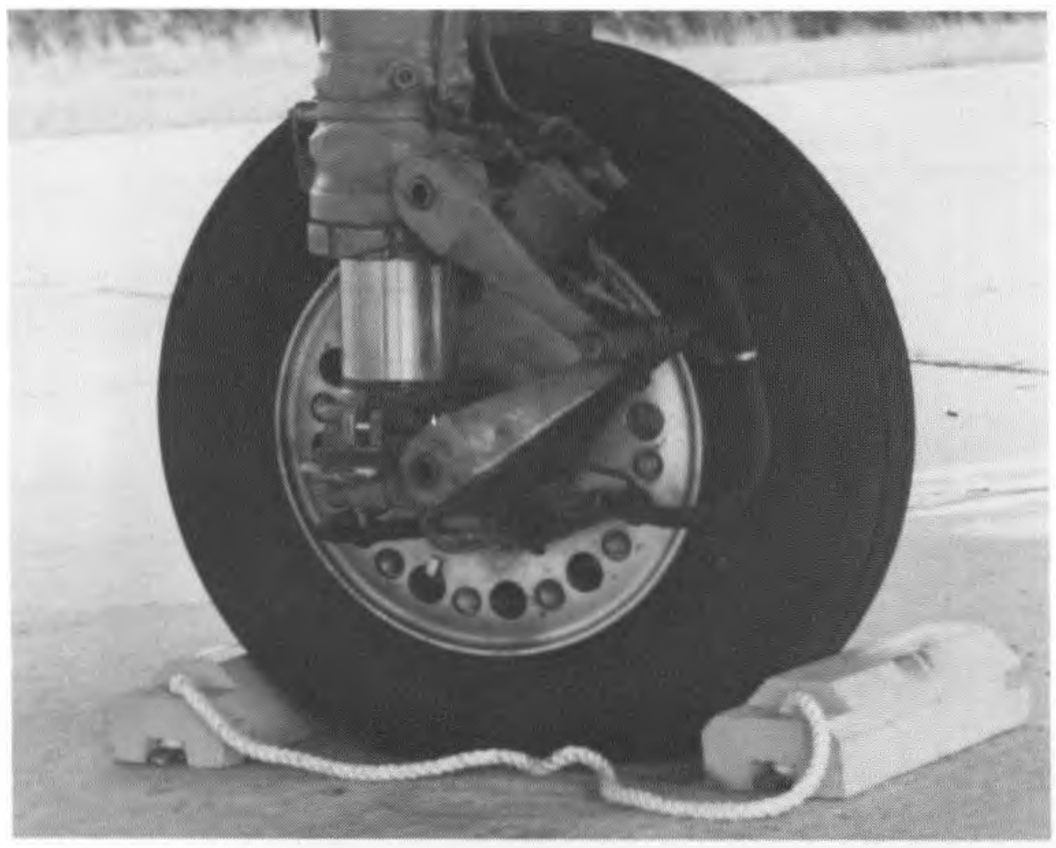
The inside of both nose gear doors are shown here.



The forward portion of the nose gear well is shown here.

RIGHT MAIN LANDING GEAR

This is the right main landing gear as viewed from the front. The three outer doors for the main gear were mounted at odd angles outside of the strut.

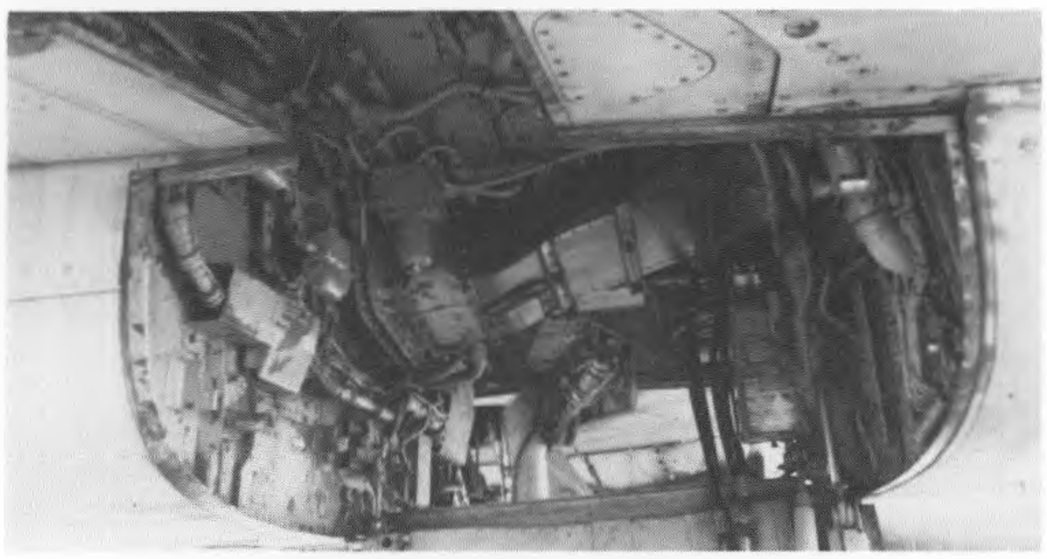


Details of the inside of the right wheel are revealed here.

The smaller part of the right main gear well was contained within the wing, and is shown here. In this case, the inner doors are closed over the center part of the well, which is to the right in this photograph. Forward is to the top of the photograph.

A better view of the four doors on the right main landing gear can be seen in this photograph that was taken from the rear.

The inner right main gear door is shown here. It is in two segments, and the rods that activate both segments can be seen to the right (forward) in the photograph.

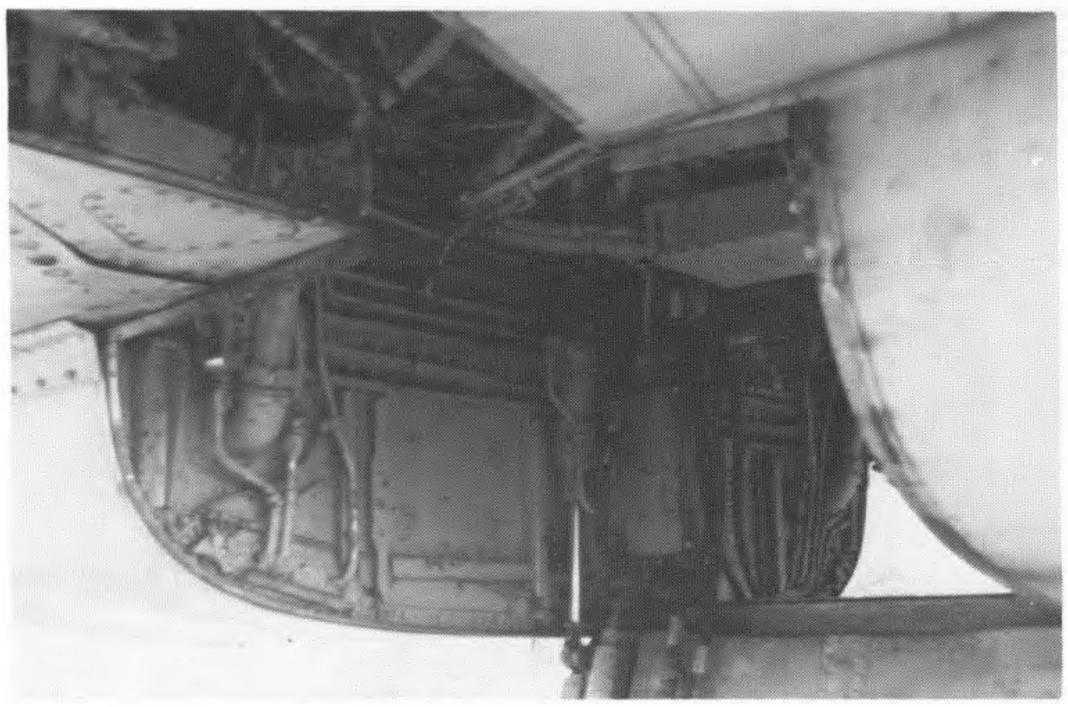


The main gear wheels retracted into a part of the well that was inside the fuselage section. Details of that part of the well are shown here in this photograph taken from the right side.

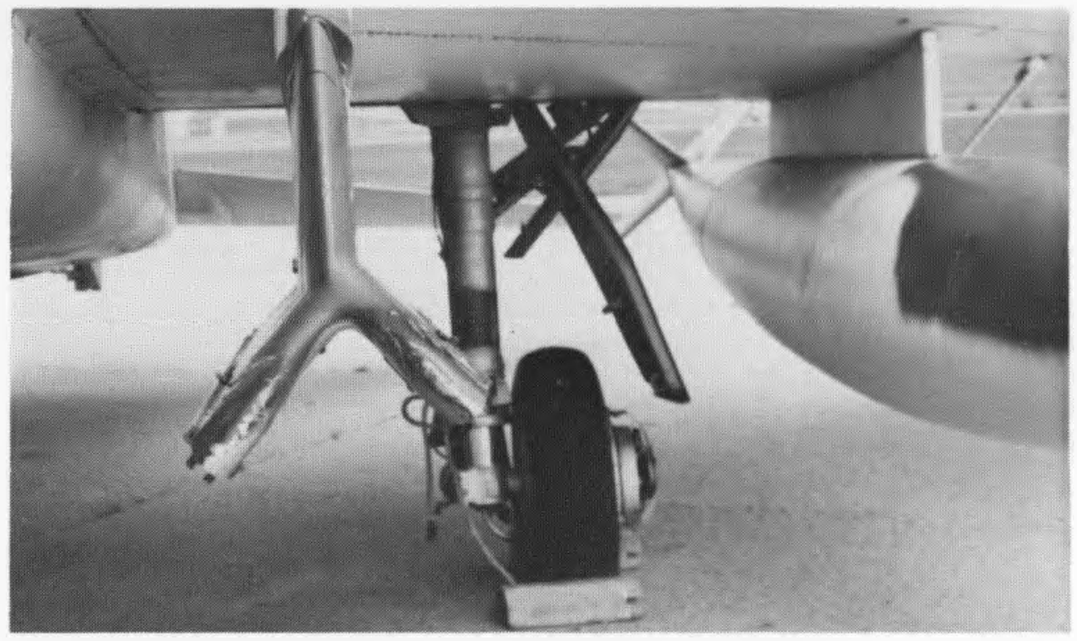
LEFT MAIN LANDING GEAR

The shape of two of the outer doors on the left main landing gear can be seen here. Also visible are details of the outside of the main gear wheel.

This rear view shows more details of the left main landing gear.

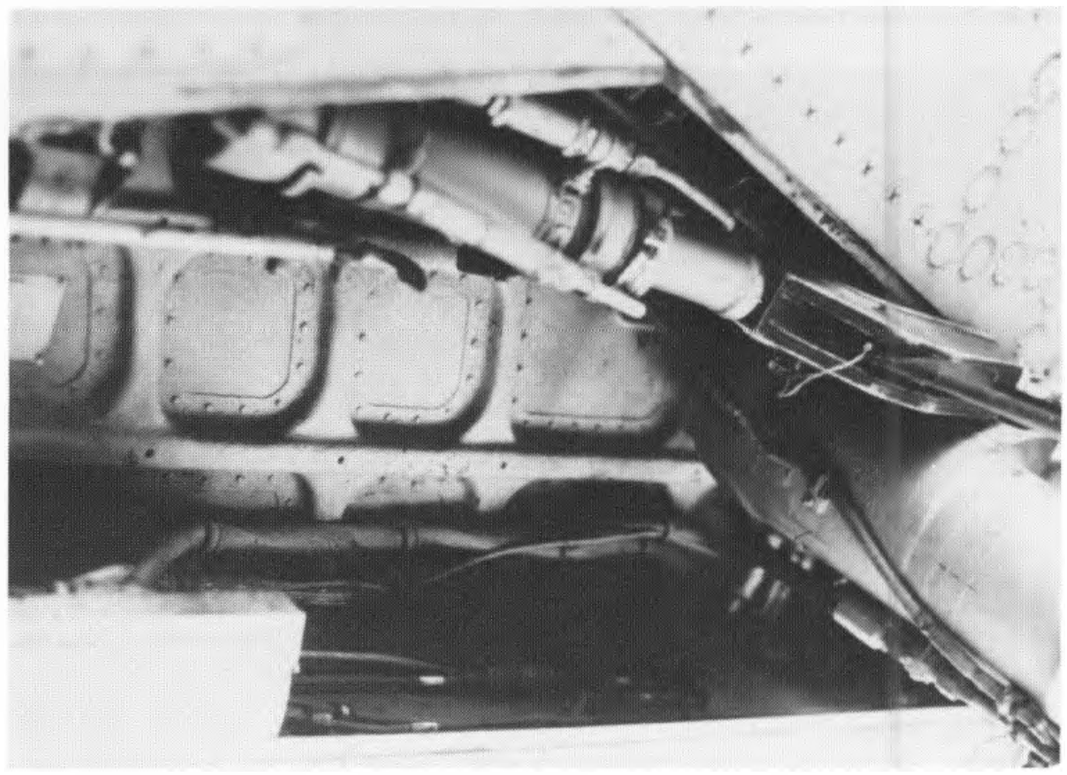


Actuating rods, lines, and piping are visible in this photograph that looks forward and into the fuselage portion of the main landing gear well.



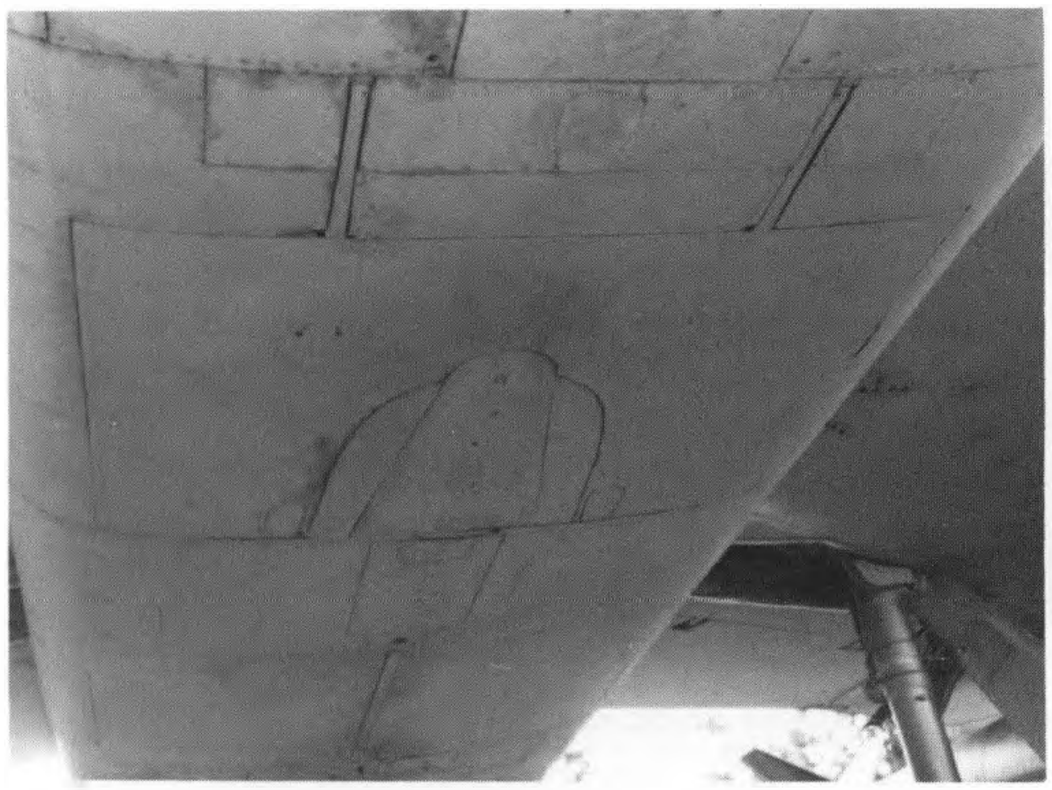
The left main landing gear is shown in this view from the front. The angles of the three outer doors can be studied more closely here.

The left inner main gear door is visible here as is the aft end of the fuselage portion of the gear well.

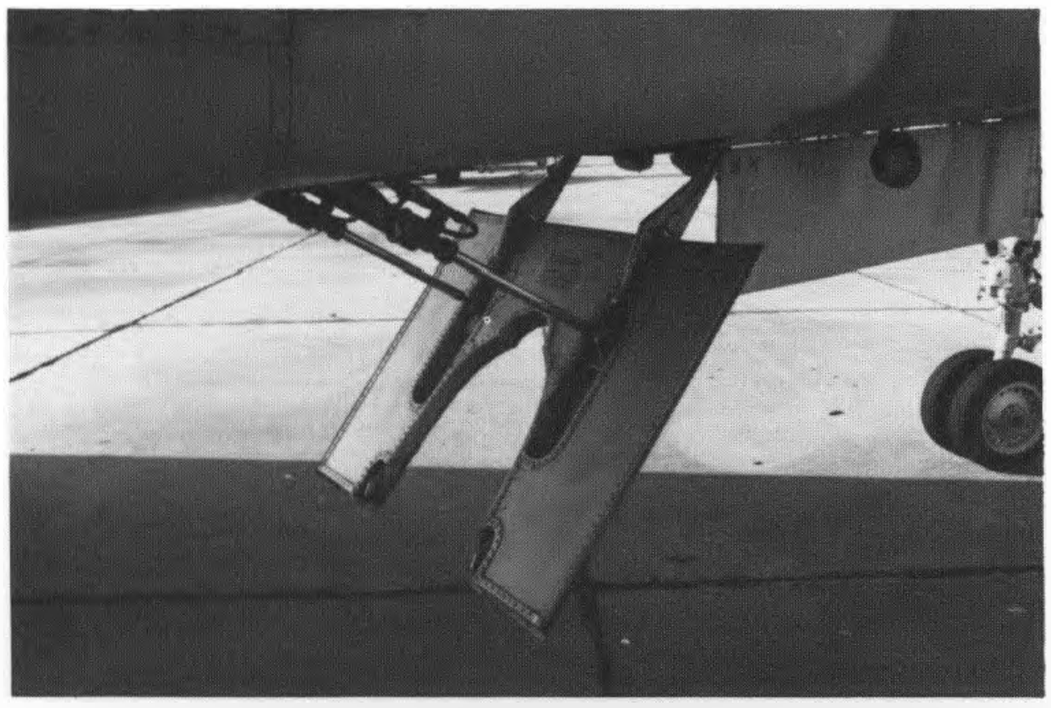


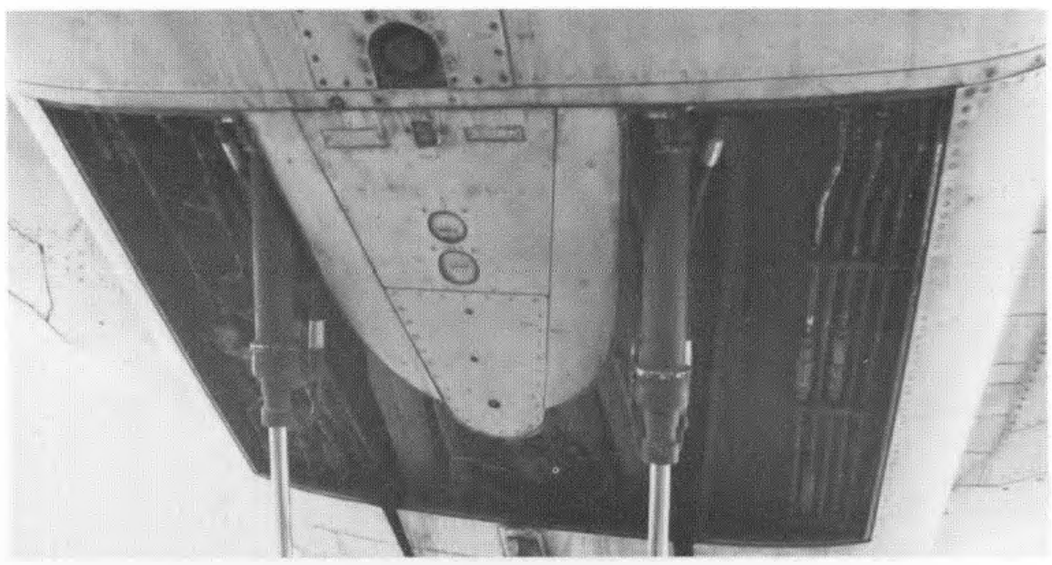
The outer or wing portion of the left gear well is shown in this view that looks almost straight up. Note the arm that retracts the main gear strut.

SPEED BRAKE DETAILS

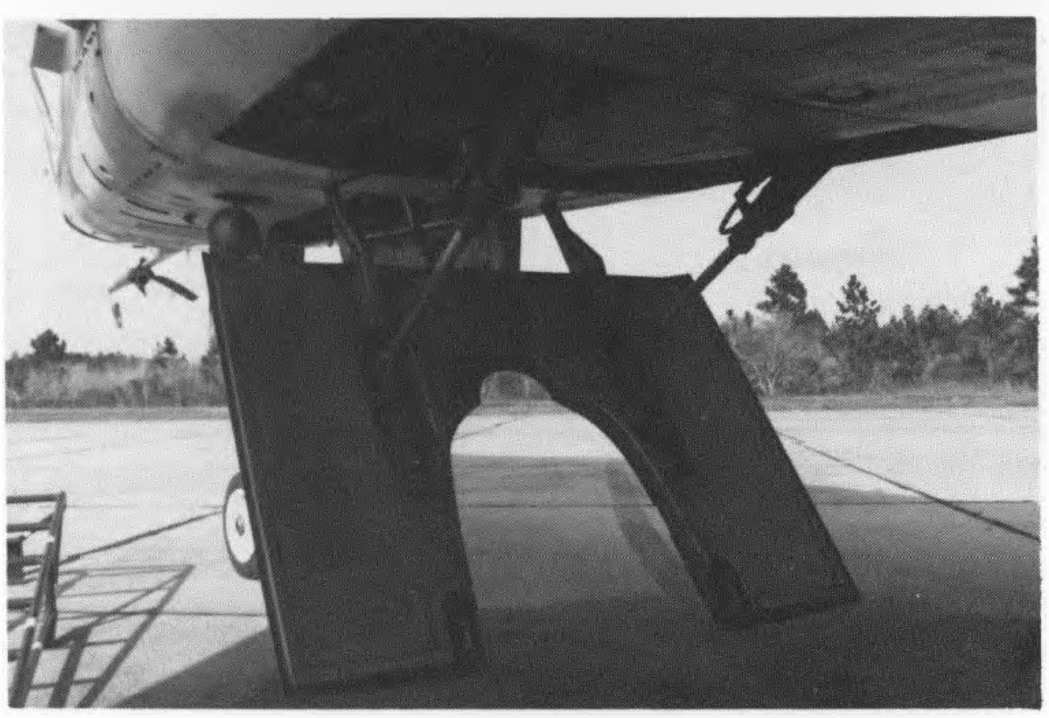


The underside of the center fuselage is visible in the photograph at left, and the outline of the speed brake is visible. Panel lines show the shape of both the original and the enlarged cutouts. All versions of the Super Sabre had this speed brake, but only certain -D models and all -Fs could carry the centerline pylon. This pylon, which carried stores within the arc of the opening speed brake, was used to carry the Mk 57 special weapon or MN-1A practice bomb dispenser. The -D models that carried this pylon were blocks 20, 25, 30, and 45 through 90. Originally, when the centerline pylon was fitted to the aircraft, a small rod that stuck out of the top of the pylon just above the leading edge was inserted into the fuselage. This rod tripped a switch in the fuselage that was supposed to keep the speed brake from coming down and splitting itself on the store and damaging the store as well. Around 1963, after not working right for years, a simpler solution was implemented in the form of an enlarged cutout that would clear the store. A lowered speed brake with the enlarged cutout is shown from the front in the photo at right.

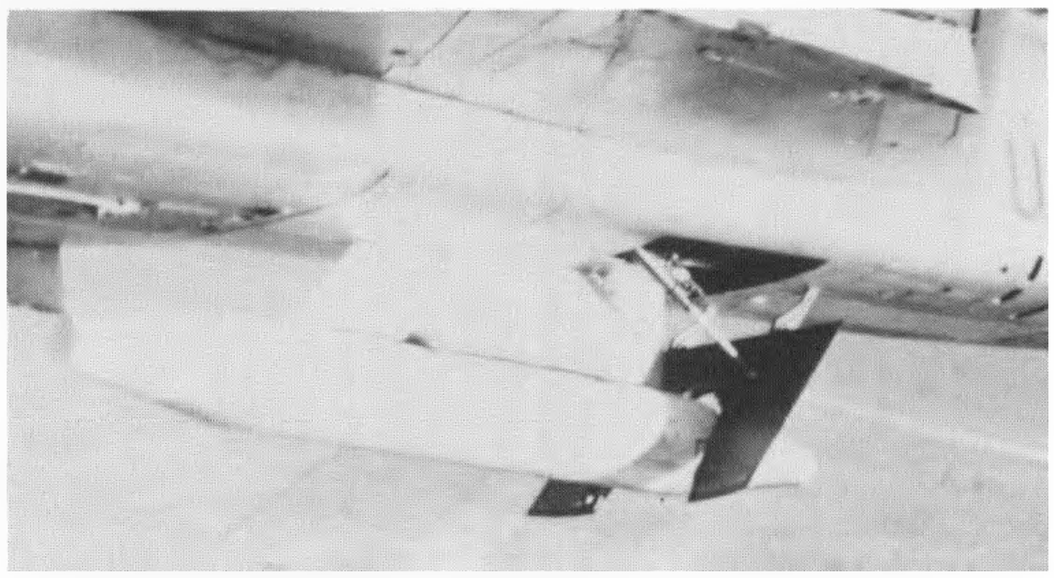




Details of the speed brake well are shown in this photograph that looks forward. The two areas added to the fuselage to compensate for the enlarged cutout are visible. The inside of the well was usually painted dark chromate green.



The inside of the speed brake and its two hydraulic actuators are visible in these two photographs. The inside of the brake was usually painted aluminum.



This in-flight view illustrates how the cutout was designed to fit around a store on the centerline pylon. (Petrusch via Menard)

Super Sabre details are continued on page 49.

F-100 COLORS

Only a few F-100s were painted in the overall ADC gray scheme. Note that the area around the engine is left bare metal. The last four digits of the serial number had previously been painted in this area, but have burned off or otherwise been removed. This aircraft belongs to the Air Force Systems Command at Eglin AFB, Florida. *(Munkasy)*

The photograph at left shows an F-100D from the Louisiana ANG. Five F-4 "kills" are painted on the side of the fuselage in front of the wing. A close-up of these markings is provided at right. Although the F-100 was originally designed as a day fighter, it was used almost exclusively to attack ground targets throughout its operational life. In fact, the most noteworthy "kill" scored by a Super Sabre was when one accidently shot down a B-52 with a Sidewinder missile! Therefore, any type of kill marking on an F-100 was very rare. *(Both Flightleader)*

The YQF-100D was on display at the William Tell Weapons Meet in October 1982. *(Flightleader)*

AIR NATIONAL GUARD HUNS

The Super Sabre spent most of its final years in the service of many ANG units around the United States. The photographs on this page and the next illustrate the markings of several of these units. In this photograph, F-100C-21-NA, 54-1873, is painted in the markings of the 188th TFS, 150th TFG, of the New Mexico ANG. It was photographed in October 1972, and is an example of one of the few cases where post-war Huns were not painted in the SEA camouflage scheme. Earlier F-100Cs in Guard service had usually been in the bare metal scheme or had been painted overall silver. (Rotramel)

At left is an F-100D in the markings of the Ohio ANG from Springfield. It was photographed on November 30, 1975. The aircraft on the right is in the markings of the Connecticut Air National Guard, and is a rare example of a Guard F-100 with a tail code. (Left Thompson via Flightleader, right Knowles via Flightleader)

Several guard units marked their aircraft with a red band at the top of the vertical tail and lettered the state's name on this band. The 162nd TFS of the Ohio ANG aircraft, illustrated in the middle left photo above, was one example. At left is F-100D-76-NA, 56-3191, in the markings of the Oklahoma ANG. The last three digits of the serial number are painted on the vertical tail in large white numbers. The ANG Minuteman marking is on the tail, and the unit insignia is on the nose. At right is another F-100D, and it has the markings of the Michigan ANG. (Both Rogers via Flightleader)

Two more examples of Guard units that used the state's name inside a red band on the tail are seen here in the form of F-100D-76-NA, 56-3176, of the Arkansas ANG at left, and F-100D-71-NA, 56-3046, from the Texas ANG. (Left Swanberg via Flightleader, right Flightleader)

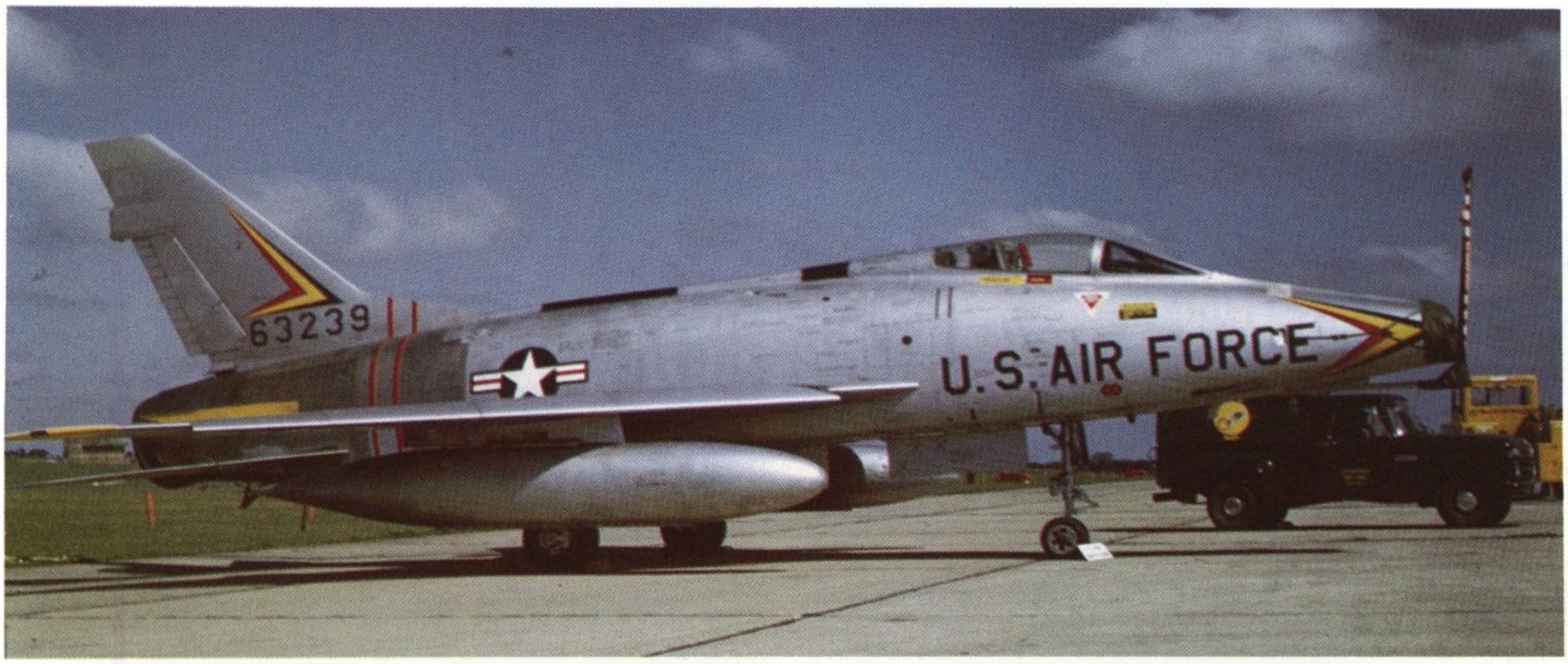
The F-100F at left is in the last markings used by the Georgia ANG before it transitioned to F-105Fs and F-105Gs. Earlier Georgia markings are shown on the F-100D at right. (Both Flightleader)

*The two Indiana ANG units are represented by these two photographs. The F-100F at left is from the 113th TFS, 181st TFG based at Terre Haute. The F-100D at right is from the 163rd TFS, 122nd TFW at Fort Wayne. Note that the I in **INDIANA** is in the shape of the state. (Both Flightleader)*

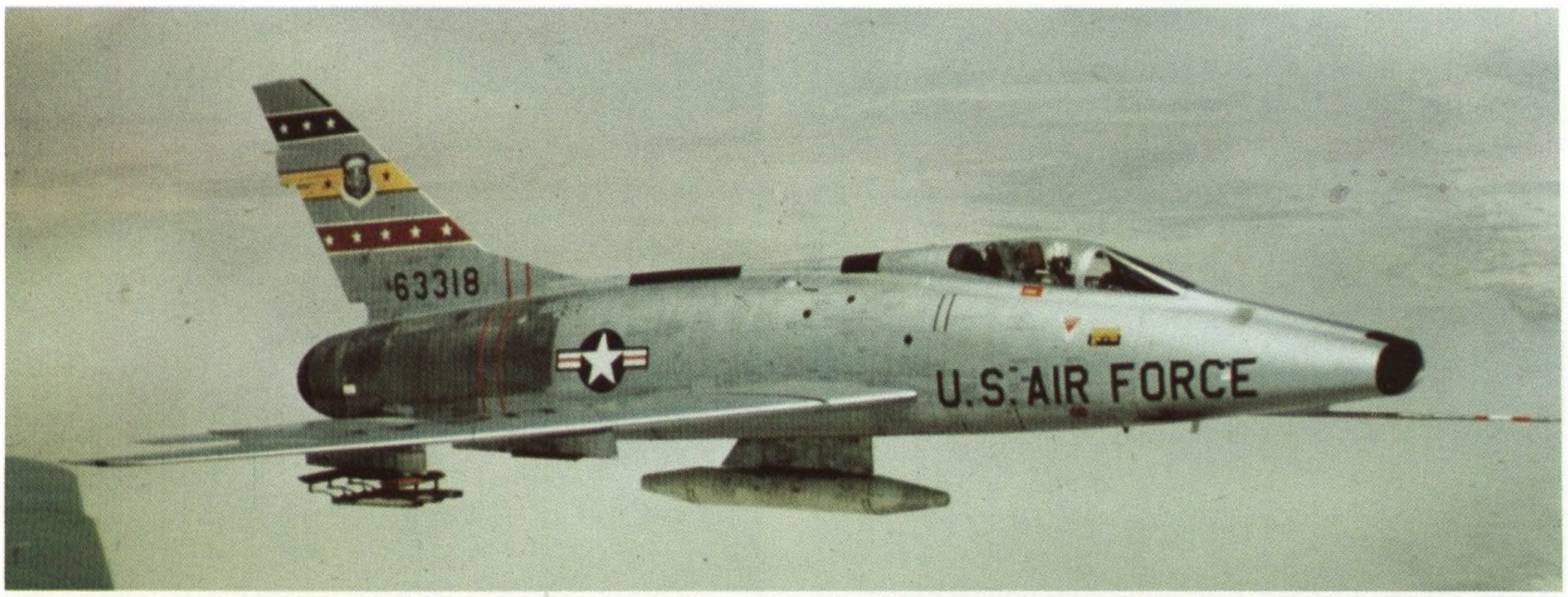
*The only marking indicating the state to which this F-100D belongs is the small **IOWA** above the ANG insignia on the tail. A more colorful bi-centennial version of the ANG insignia appears on the forward fuselage. This photograph is dated July 1976. (Slowiak via Flightleader)*

*There is absolutely no marking to identify this F-100D as belonging to the South Dakota ANG except for that unit's slick coyote marking at the top of the vertical tail. Most of this unit's aircraft had the Minuteman ANG insignia on the tail with the words **SOUTH DAKOTA** lettered above it. (Slowiak via Flightleader)*

F-100D COLORS



Before they were painted in the SEA camouflage scheme, Super Sabres were painted in some very colorful schemes. This F-100D-90-NA, 56-3239, is in the markings of the 48th TFW. Note the yellow wing fence.
(Pennick via Menard)

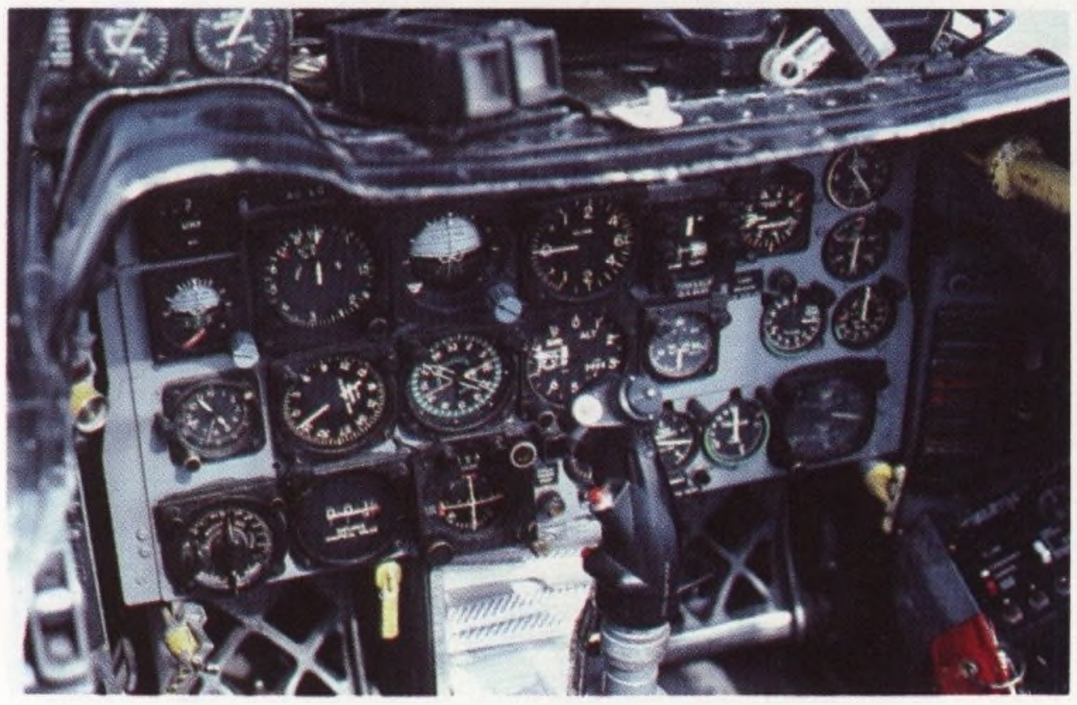


Markings of the 50th TFW are shown on this F-100D. This aircraft, like the one in the photograph above, is painted with silver lacquer except on the area around the engine.
(Menard collection)

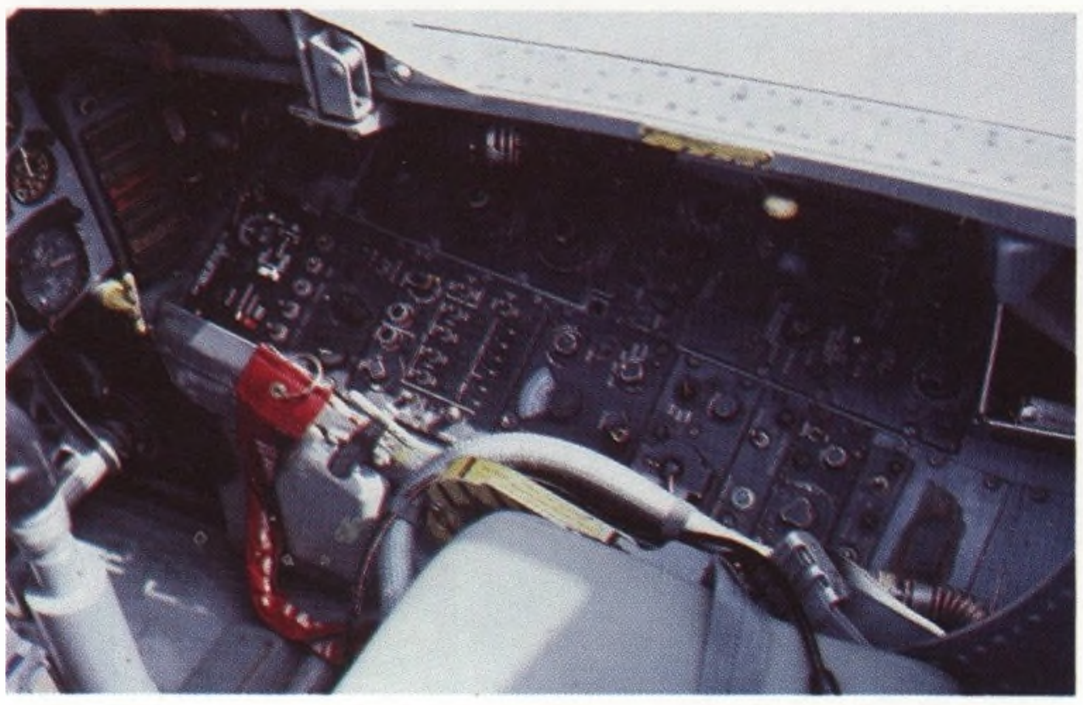
F-100D-20-NA, 55-3546, has the markings of the 36th TFS, 8th TFW.
(Menard collection)

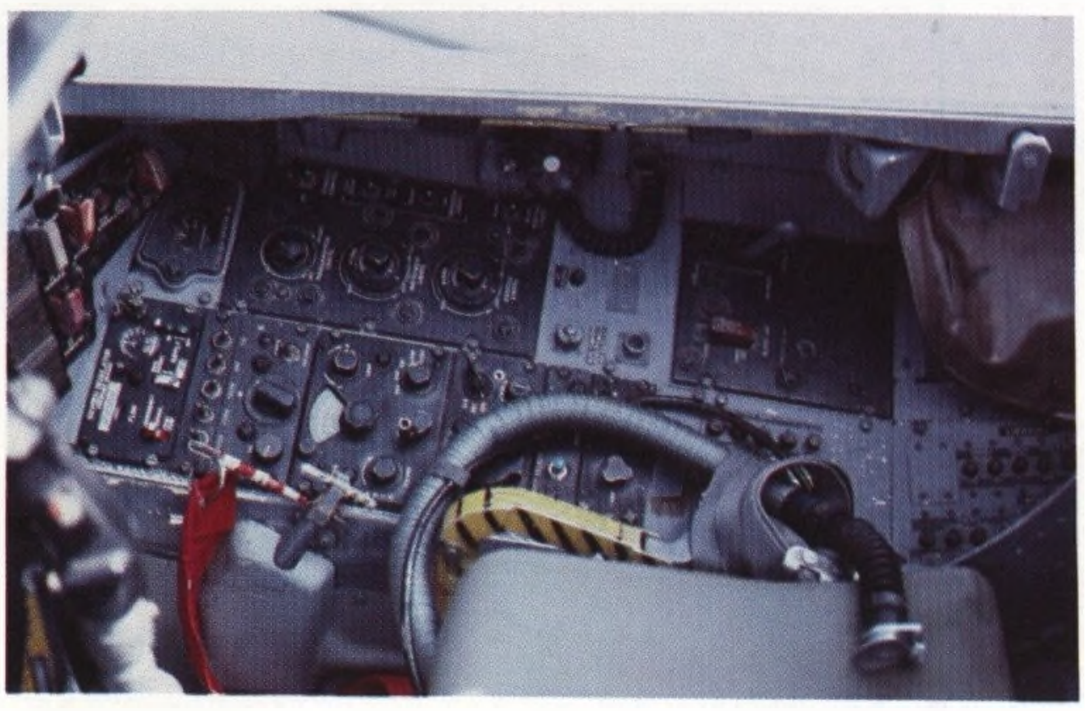
Standard TAC markings are illustrated on F-100D-31-NA, 55-3761. The TAC insignia was on the tail with a yellow lightning bolt through it. No unit markings were carried. It was this scheme in which the Hun first went to war in Vietnam. Note the large 450 gallon fuel tanks under the wings.
(Barnes via Menard)

F-100F COCKPIT COLORS

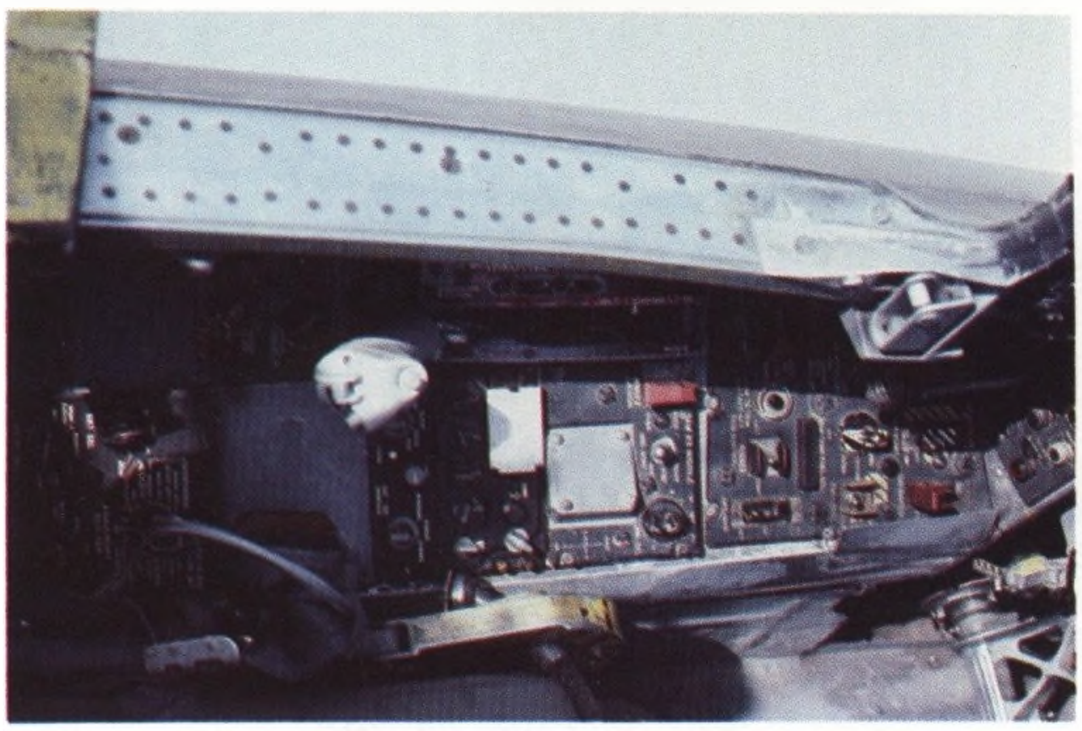


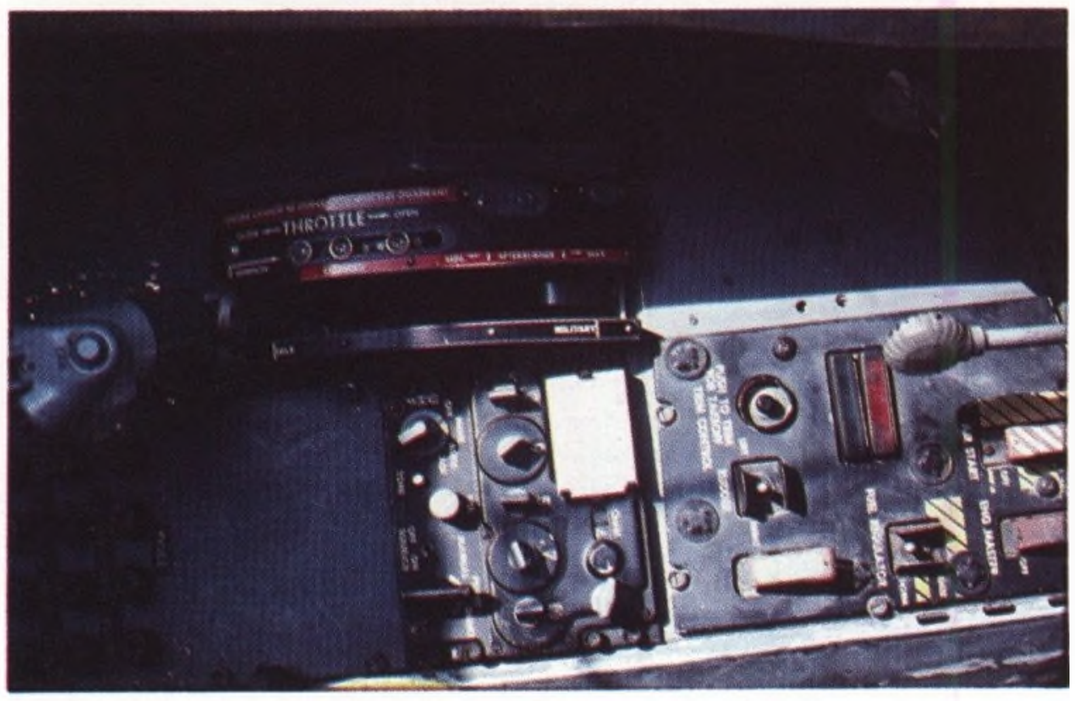
The photographs on this page illustrate the colors and details of the cockpits in an F-100F. The cockpit in the F-100D is basically the same as the front seat in the F-100F. At left is the instrument panel in the front cockpit, while the instrument panel in the rear cockpit is shown at right. It should be noted that these photographs were all taken in the same F-100F assigned to the Georgia ANG near the end of the Super Sabre's service life, and they generally represent the final cockpit layout of a standard (non-Wild Weasel) F-100F. *(Both Flightleader)*





Details of the right console in the front cockpit are shown at left, and the right console in the rear cockpit is at right. *(Both Flightleader)*





The left console in the front cockpit is illustrated in the photograph at left, and the photo at right shows details of the left console in the rear cockpit. *(Both Flightleader)*

FOREIGN SUPER SABRES

Photographed on June 6, 1972, at Toul Rosieres, France, F-100D, 54-2163, illustrates typical markings used by the French on the bare metal and silver painted schemes. *(Christesco via Sullivan)*

Two more French aircraft, one an F-100D and the other an F-100F, show the markings of the Escadre II, before they were camouflaged. *(Both Flightleader)*

The French later camouflaged their aircraft in a pattern and scheme that closely followed the USAF SEA scheme. However, the colors varied from those used by the U.S. Air Force. This camouflage is illustrated on an F-100D at left, and an F-100F at right. *(Both Flightleader)*

This F-100F is painted in the markings of the Turkish Air Force. The camouflage scheme is similar to the USAF's SEA scheme, but the greens are a different shade. Also, the demarcation line between the light gray undersurfaces and the upper colors is sharp rather than having a feathered overspray. *(Flightleader)*

Two camouflaged F-100Ds of the Danish Air Force are illustrated in these photographs. The paint burned away in the area around the engine as was the usual case for all F-100s. The photograph at left was taken in September 1976, and the one at right was taken in May 1977. *(Both Flightleader)*

Denmark also flew F-100Fs as shown here. This aircraft was photographed on September 8, 1973, at Yeovilton. *(Flightleader)*

THUNDERBIRDS & SKYBLAZERS

The first Super Sabre variant to be flown by the Thunderbirds was the F-100C, and they began flying shows in them in 1956. *(NASM)*

After transitioning from the F-100C to the F-105B and finding the latter unsuitable, the Thunderbirds returned to the Super Sabre in the form of the F-100D. This is Number Five as indicated by the large ***FIVE*** *painted on the engine aft section in blue.* *(Flightleader)*

This unusual photograph provides a close-up look at the tail of one Thunderbird F-100D and the nose of another, while including overall views of Numbers One and Two in the background. *(Flightleader)*

The Skyblazers also featured colorful and elaborate red, white, and blue schemes. Two of the team's aircraft, and part of a third, can be seen here as they prepare to begin one of their demonstrations at an air base in Europe.
(Flightleader)

DIMENSION DATA

YF-100

MEASUREMENT	ACTUAL	1/72nd SCALE	1/48th SCALE	1/32nd SCALE
Wingspan	36'7"	6.10"	9.15"	13.71"
Length	46'3"	7.71"	11.56"	17.34"
Height	14'5"	2.40"	3.60"	5.41"
Main Gear Tread	12'5"	2.07"	3.10"	4.66"

F-100A/C

MEASUREMENT	ACTUAL	1/72nd SCALE	1/48th SCALE	1/32nd SCALE
Wingspan	38'9 3/8"	6.46"	9.70"	14.54"
Length (Fuselage)	47'1 1/4"	7.85"	11.78"	17.66"
Length (Incl. Pitot Boom)	53'11"	8.99"	13.48"	20.22"
Height	15'6"	2.58"	3.88"	5.81"
Main Gear Tread	12'5"	2.07"	3.10"	4.66"

F-100D

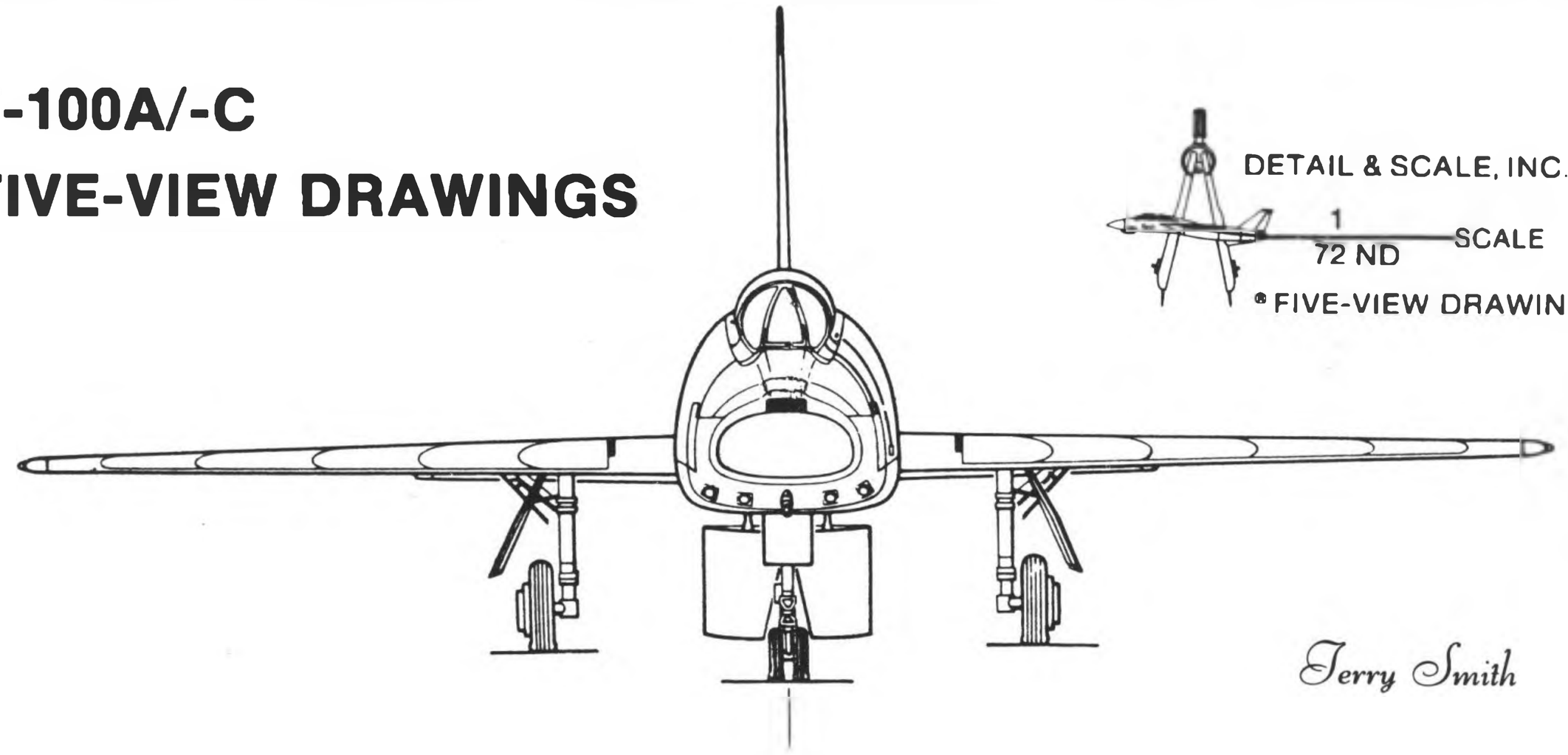
MEASUREMENT	ACTUAL	1/72nd SCALE	1/48th SCALE	1/32nd SCALE
Wingspan	38'9 3/8"	6.46"	9.70"	14.54"
Length (Fuselage)	49'4"	8.22"	12.33"	18.5"
Length (Incl. Pitot Boom)	54'2"	9.03"	13.54"	20.31"
Height	16'2"	2.69"	4.04"	6.06"
Main Gear Tread	12'5"	2.07"	3.10"	4.66"

F-100F

MEASUREMENT	ACTUAL	1/72nd SCALE	1/48th SCALE	1/32nd SCALE
Wingspan	38'9 3/8"	6.46"	9.70"	14.54"
Length (Fuselage)	52'3"	8.71"	13.06"	19.59"
Length (Incl. Pitot Boom)	57'1"	9.51"	14.27"	21.41"
Height	16'2"	2.69"	4.04"	6.06"
Main Gear Tread	12'5"	2.07"	3.10"	4.66"

DETAIL & SCALE 1/72nd SCALE FIVE-VIEW DRAWINGS

F-100A/-C
FIVE-VIEW DRAWINGS



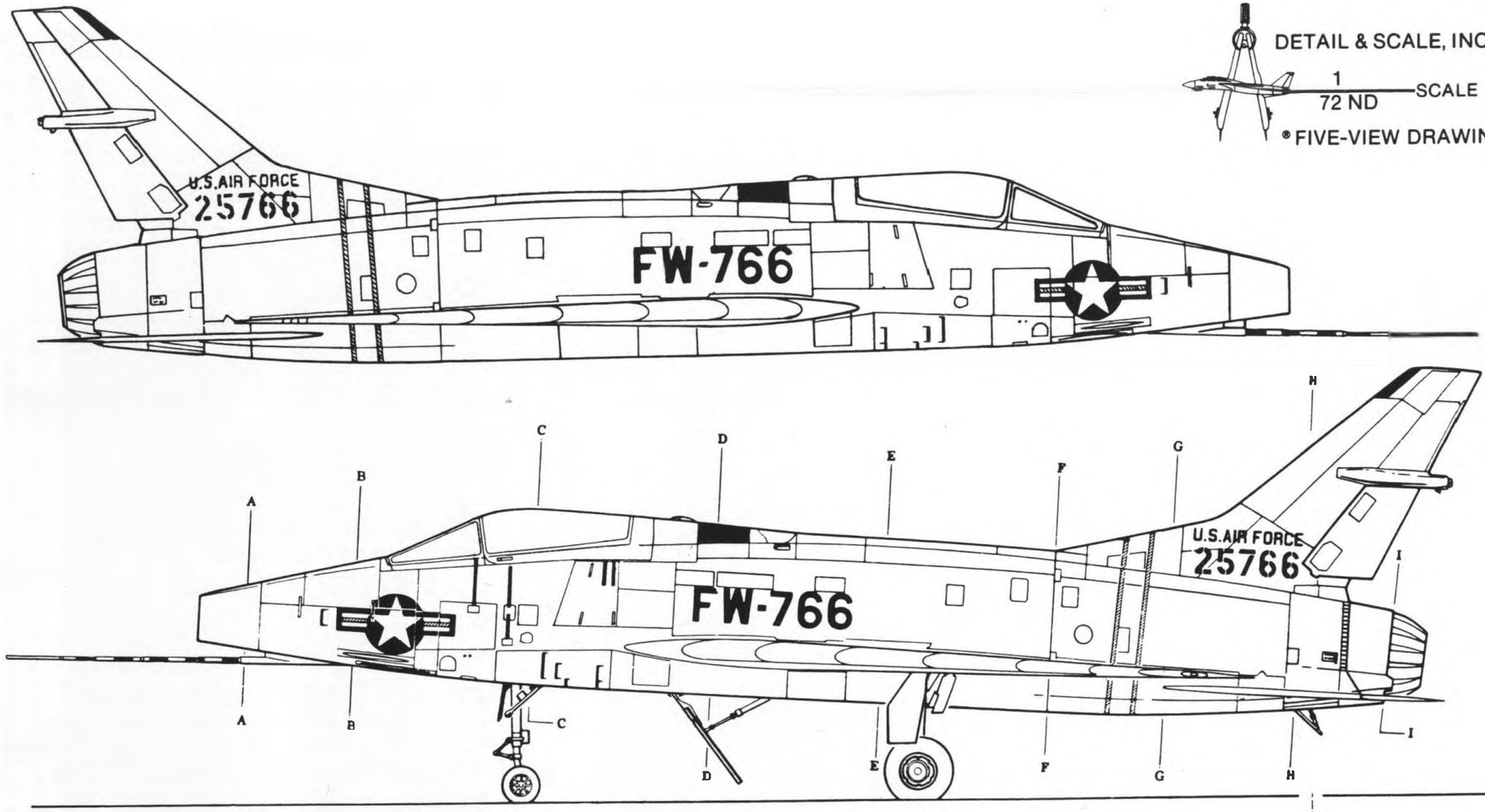
DETAIL & SCALE, INC.
1/72 ND SCALE
® FIVE-VIEW DRAWING

Jerry Smith

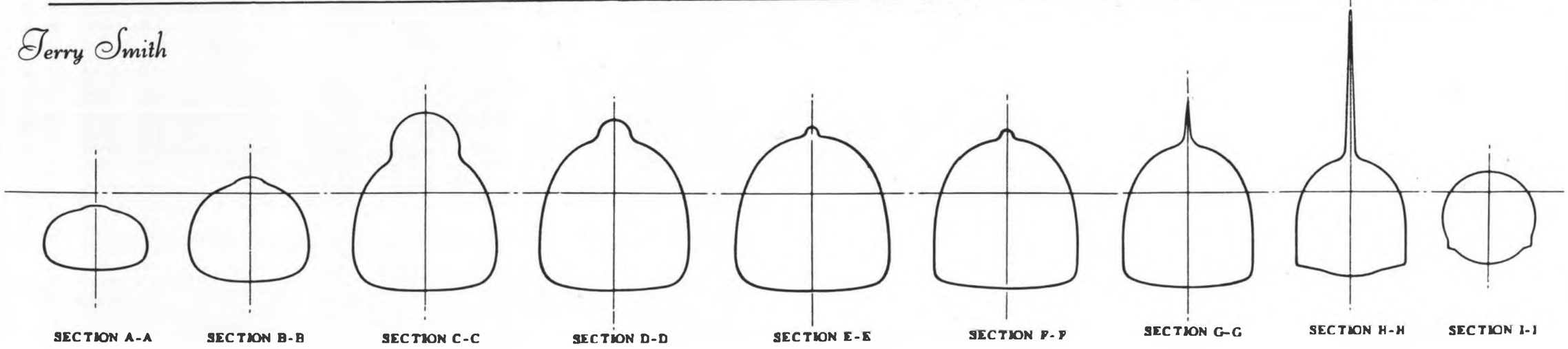
DETAIL & SCALE, INC.

1/72 ND SCALE

® FIVE-VIEW DRAWING



Jerry Smith



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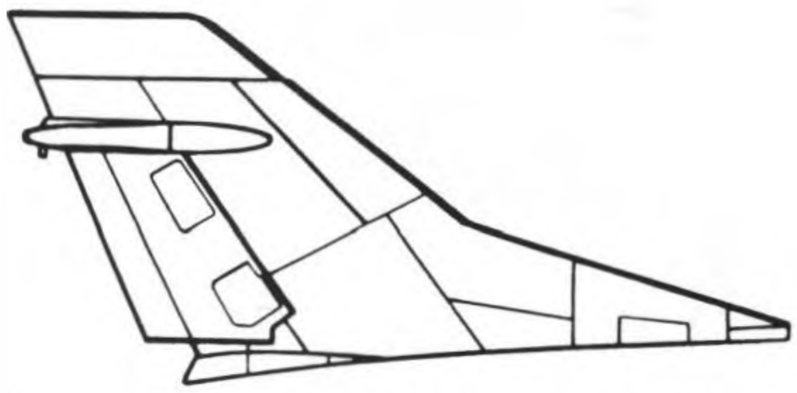
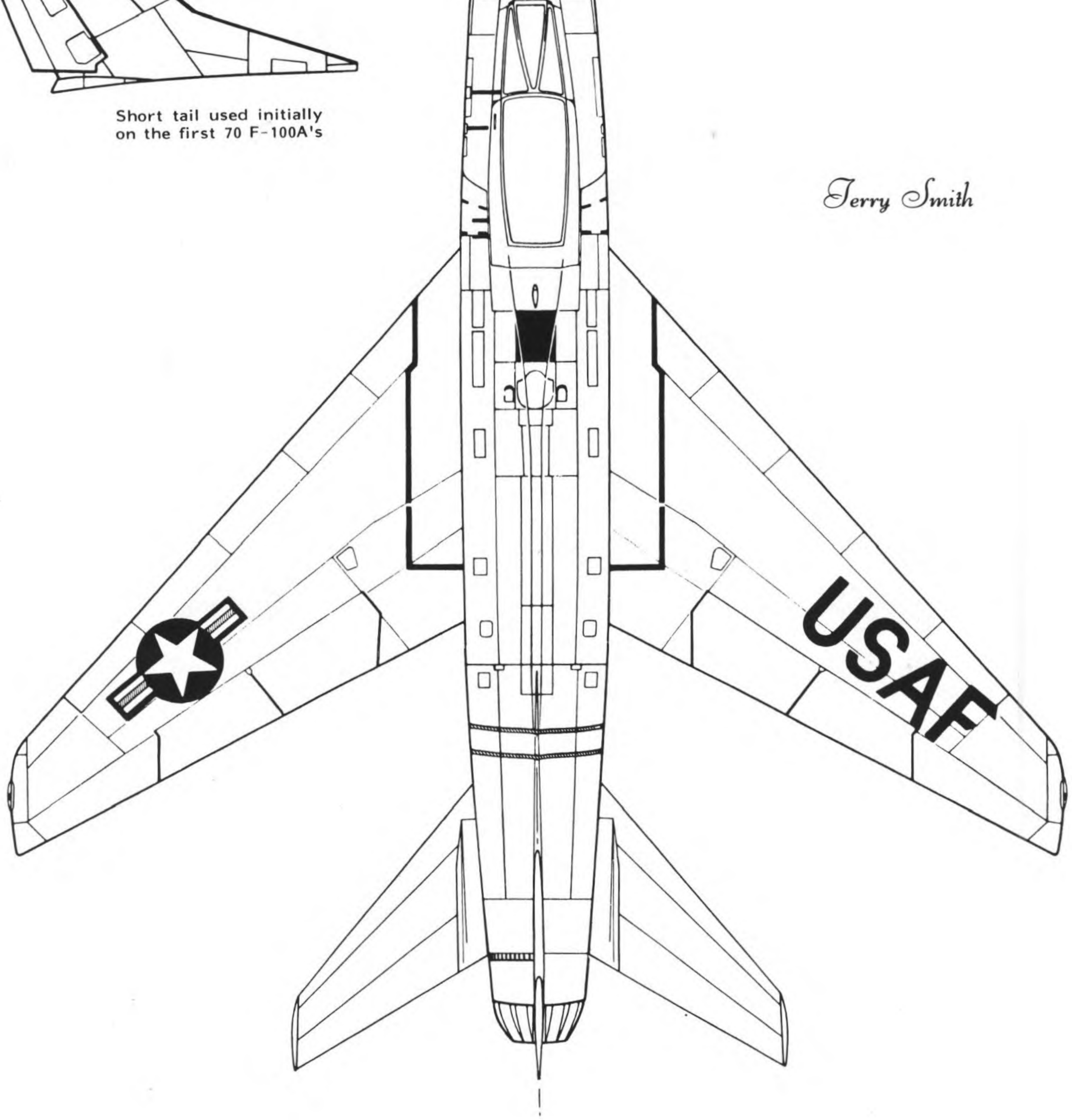
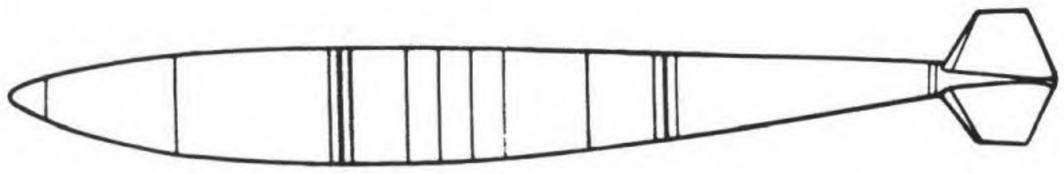


Short tail used initially on the first 70 F-100A's



Terry Smith



275 GALLON TANK

450 GALLON TANK

INBOARD WING PYLON

CENTER WING PYLON

OUTBOARD WING PYLON

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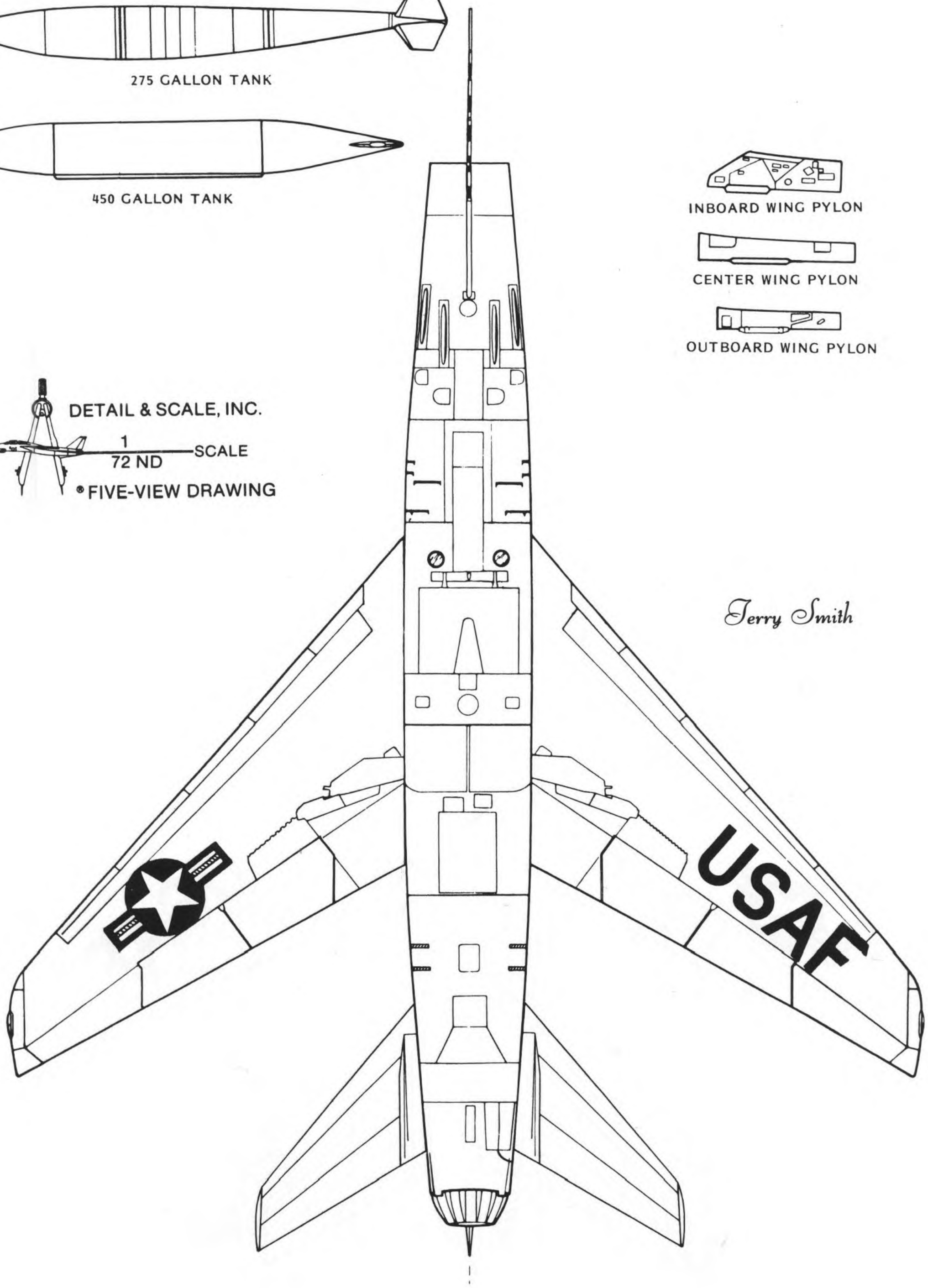
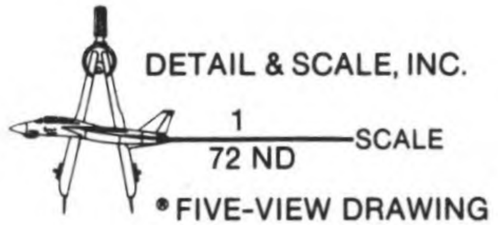
1
72 ND SCALE

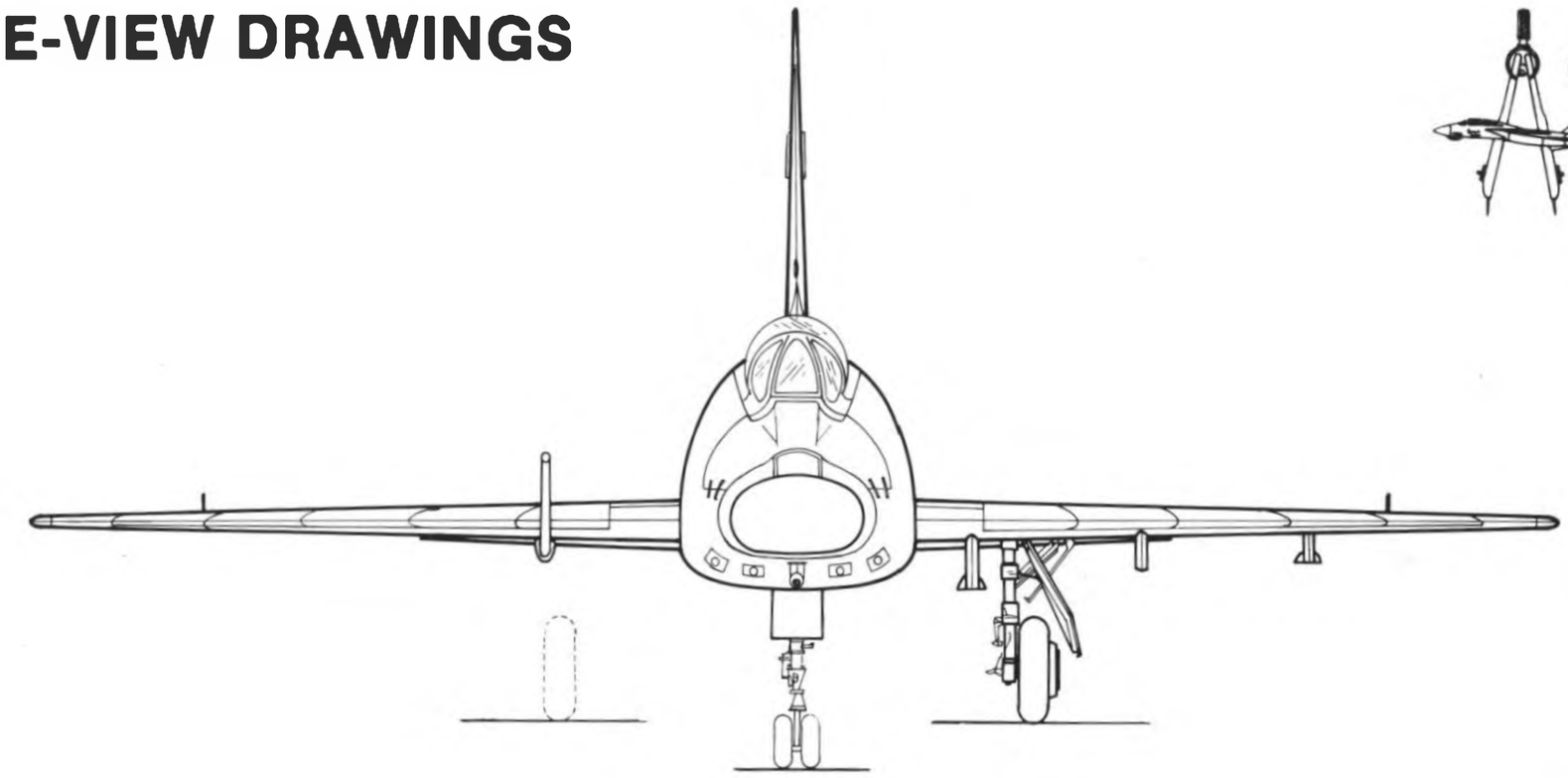
® FIVE-VIEW DRAWING



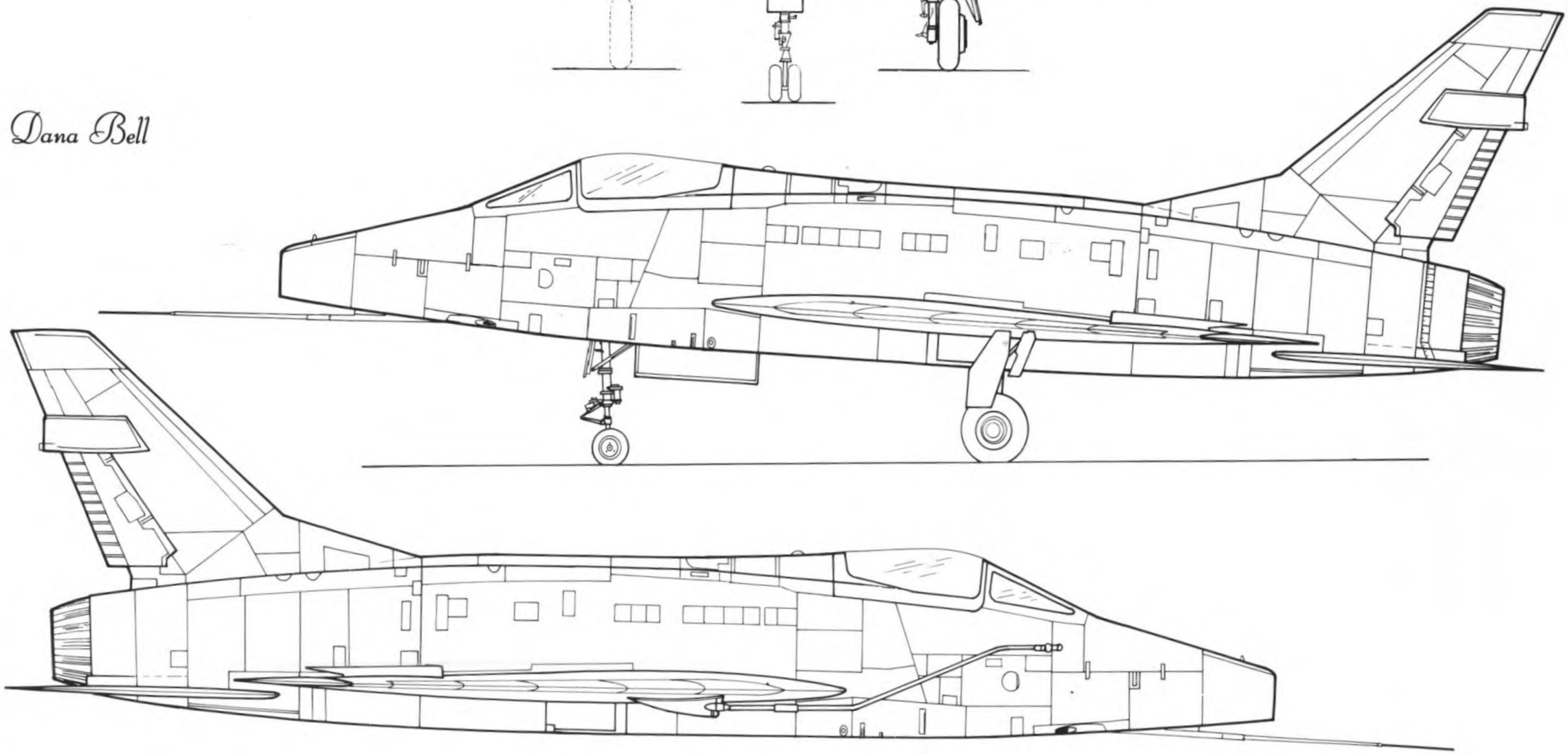
Jerry Smith

F-100D FIVE-VIEW DRAWINGS





Dana Bell



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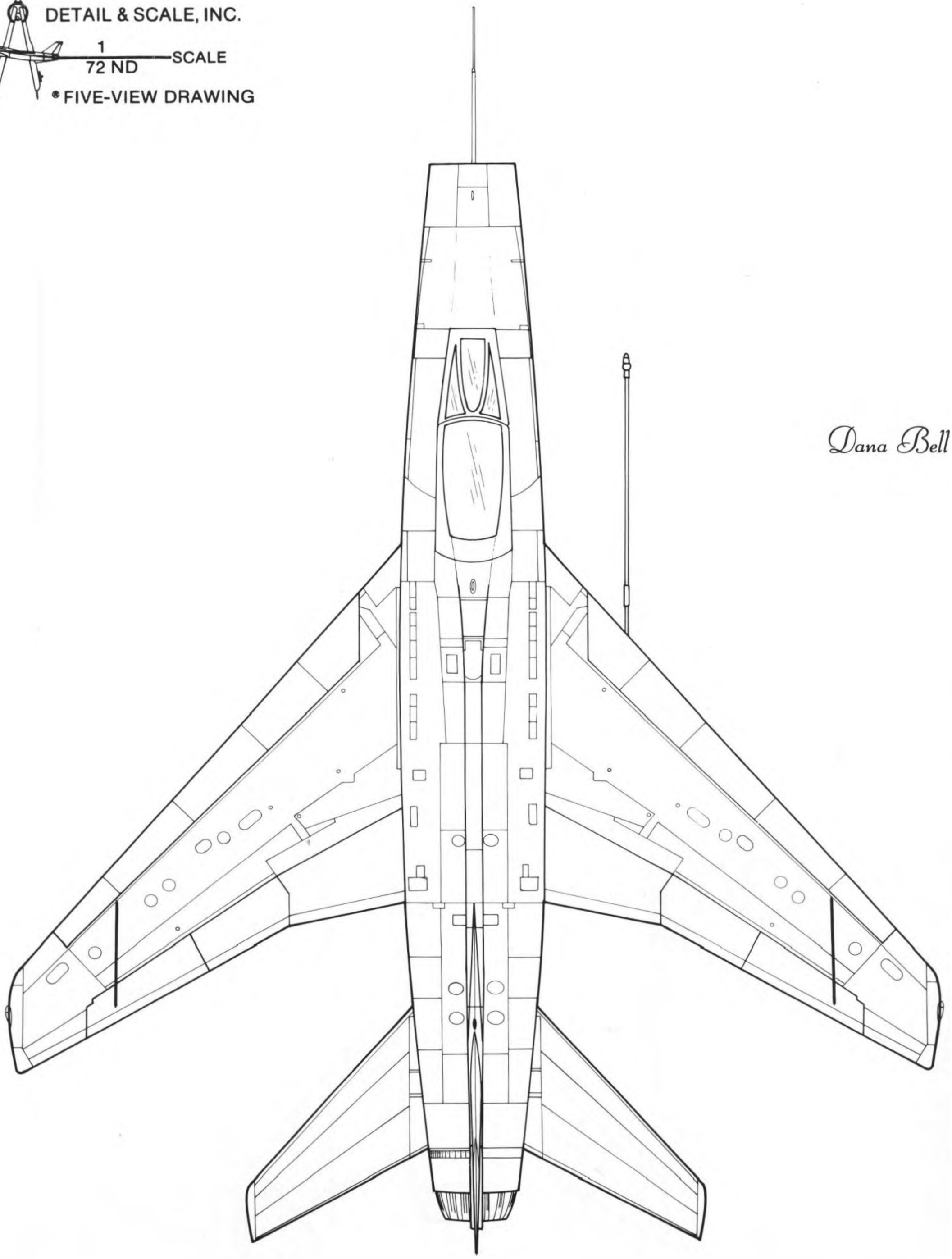
1
72 ND SCALE

* FIVE-VIEW DRAWING



Dana Bell

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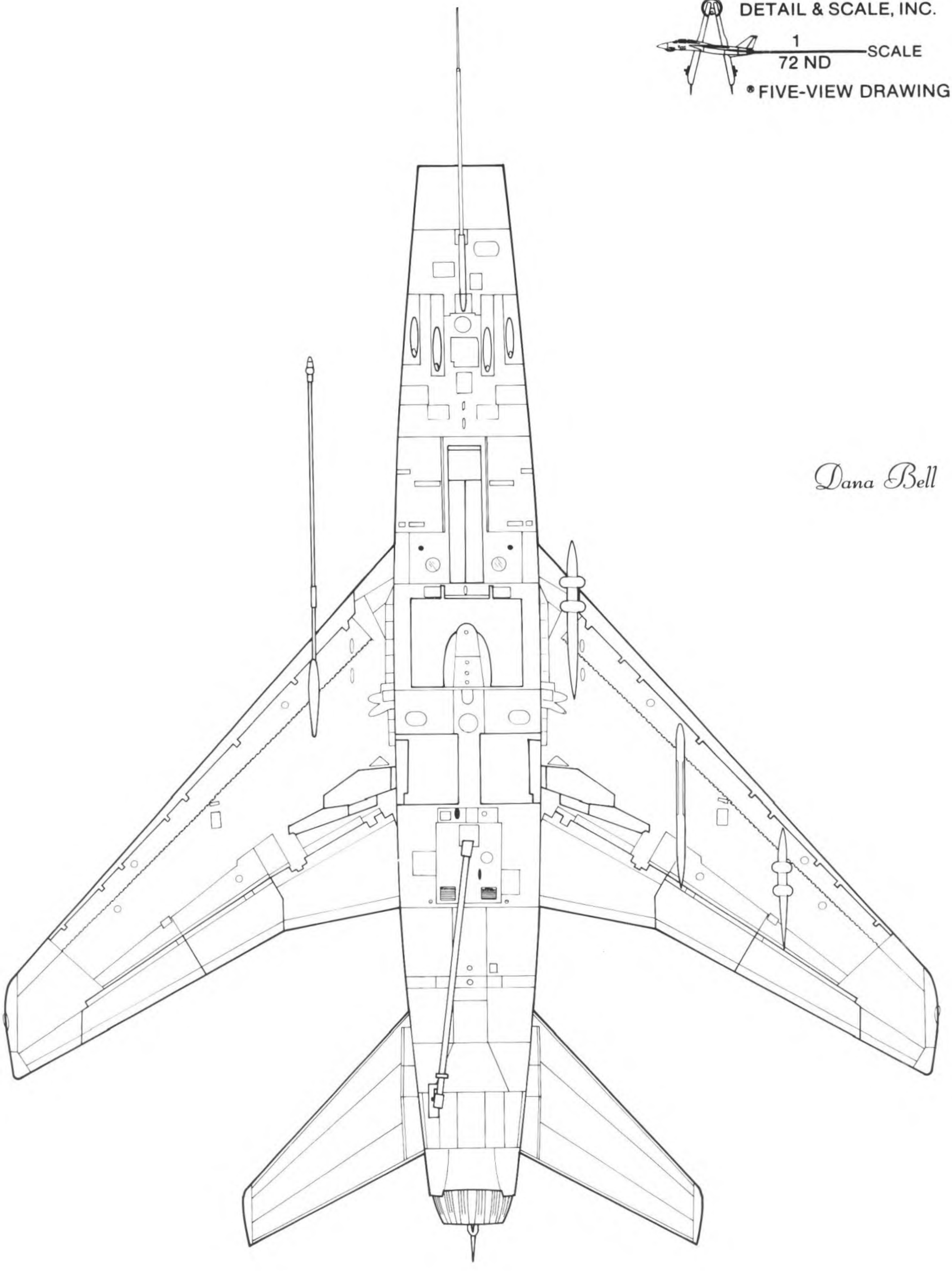
72 ND
SCALE

® FIVE-VIEW DRAWING



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72 ND SCALE

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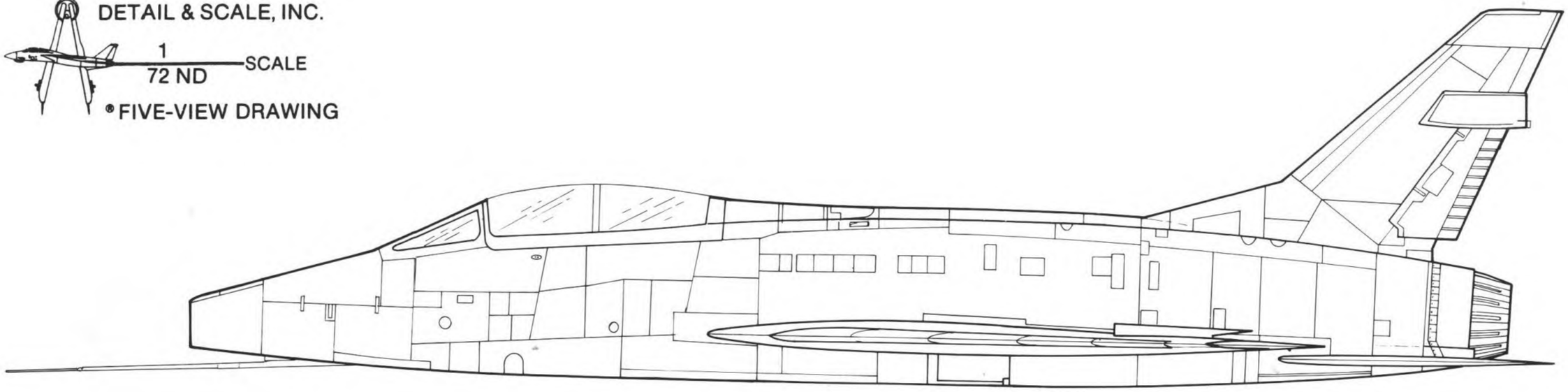
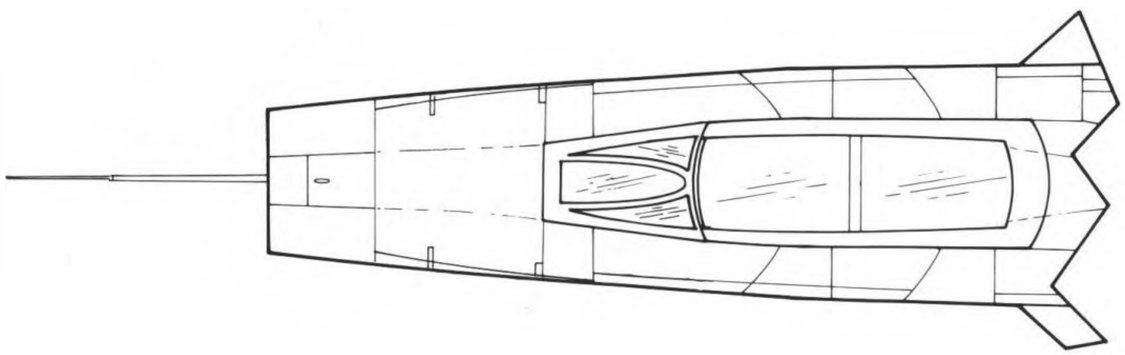
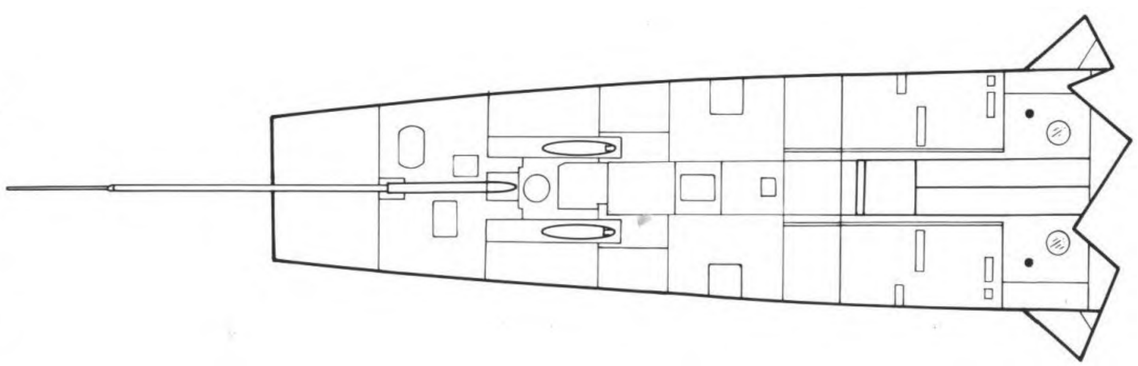


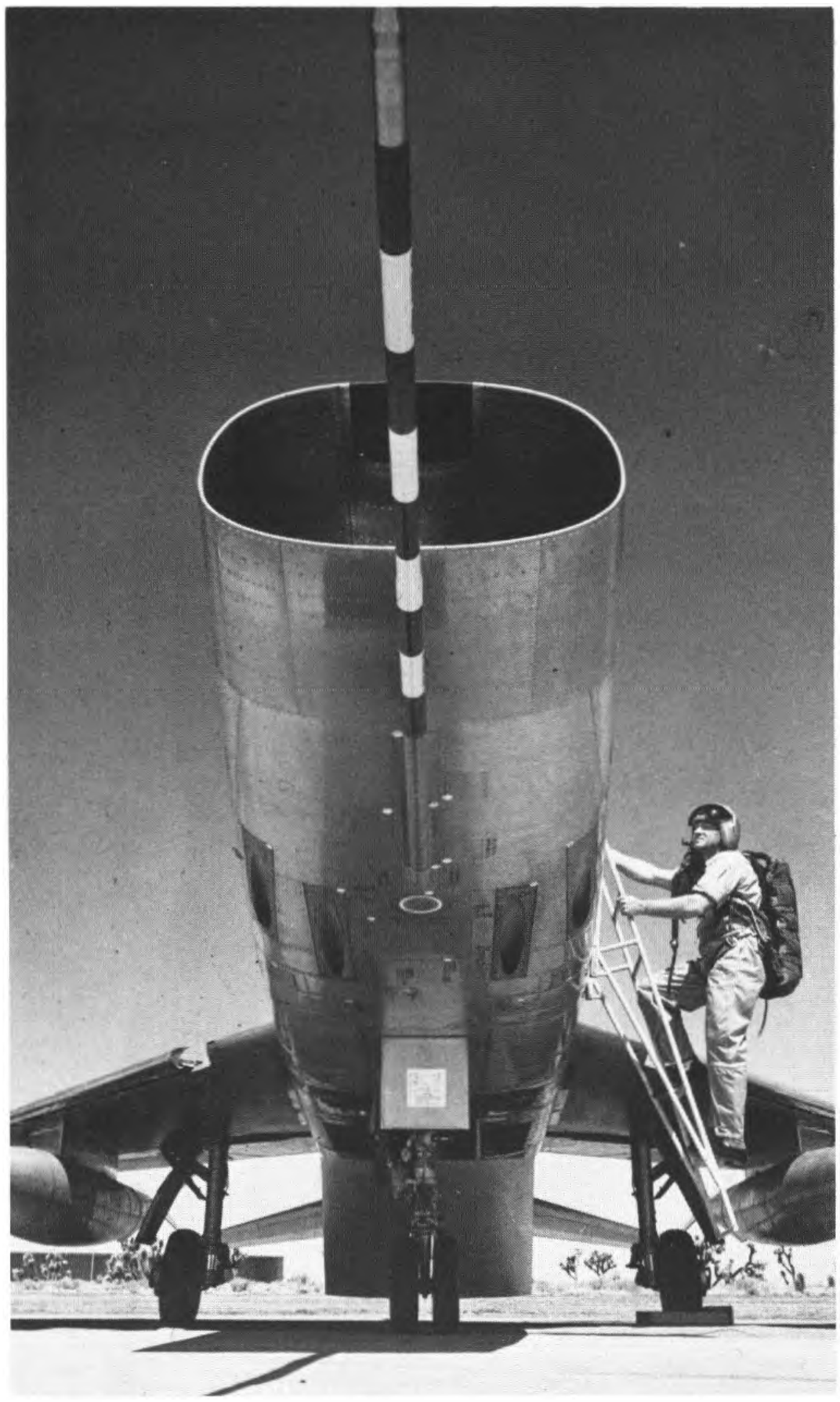
F-100F SUPPLEMENTAL DRAWINGS

Dana Bell





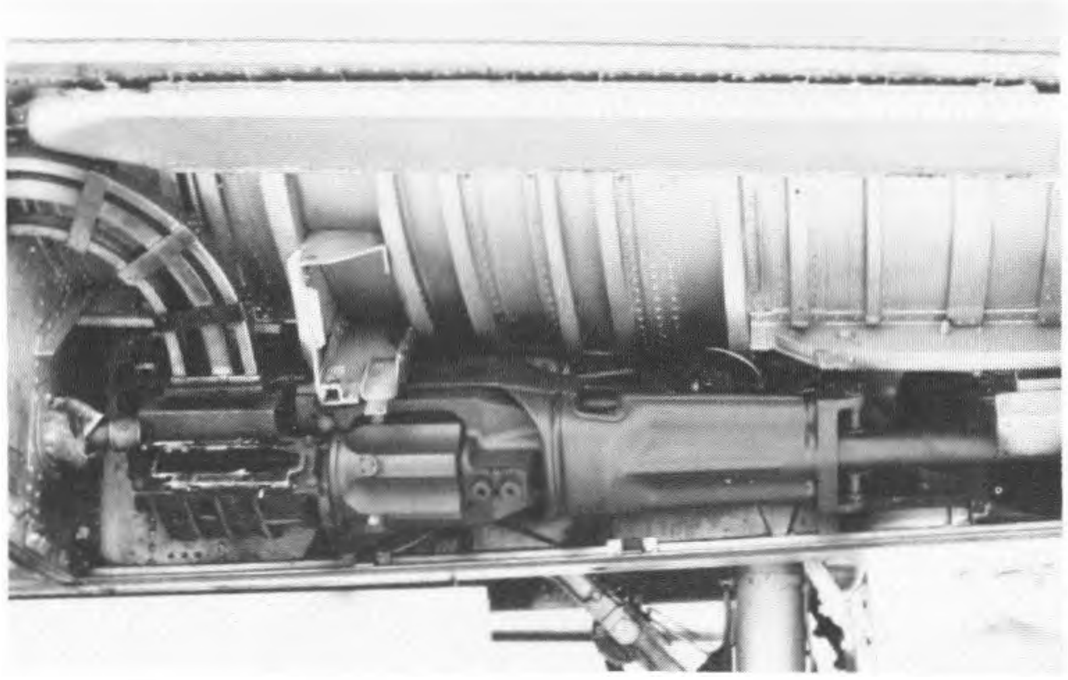
20MM CANNON

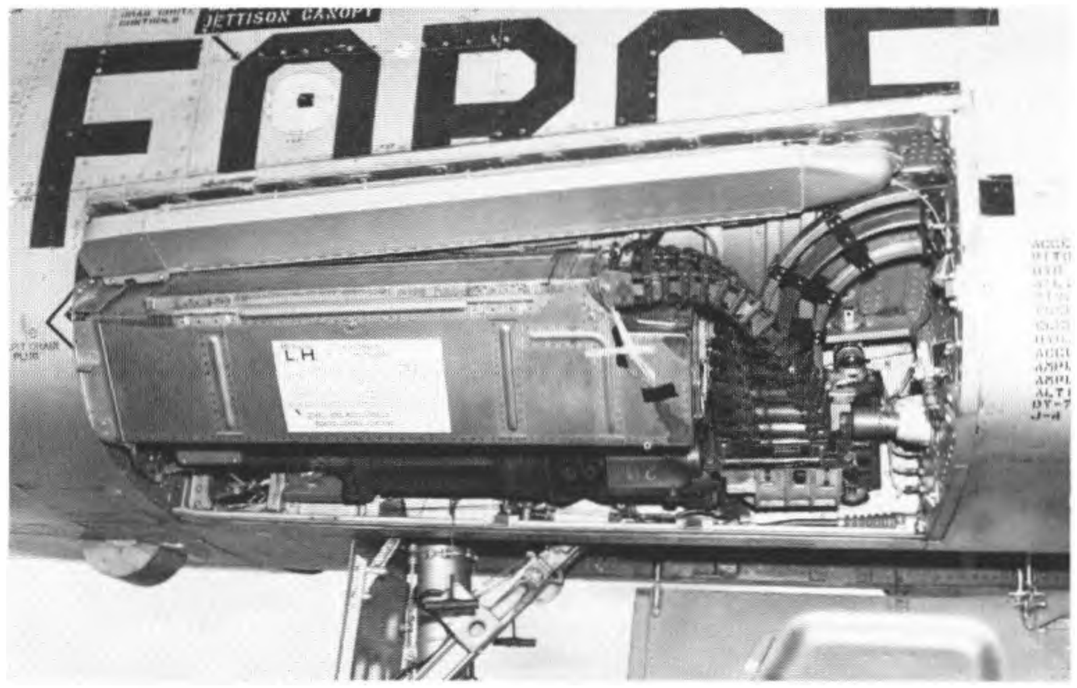


Single-seat versions of the F-100 were armed with four M-29 20mm cannon located under the nose as seen here. Each cannon was supplied with 200 rounds of ammunition. *(Rockwell International)*

The four cannon on the single-seat F-100s had their ammunition stored in the fuselage above them. Here armorers are shown loading the right side cannon on F-100C-1-NA, 53-1746. *(Rockwell International)*

Armorers are loading the left side guns in an F-100D in this photograph. The two ammunition cans are clearly visible in this view, and are bare metal silver in color. *(USAF via Menard)*



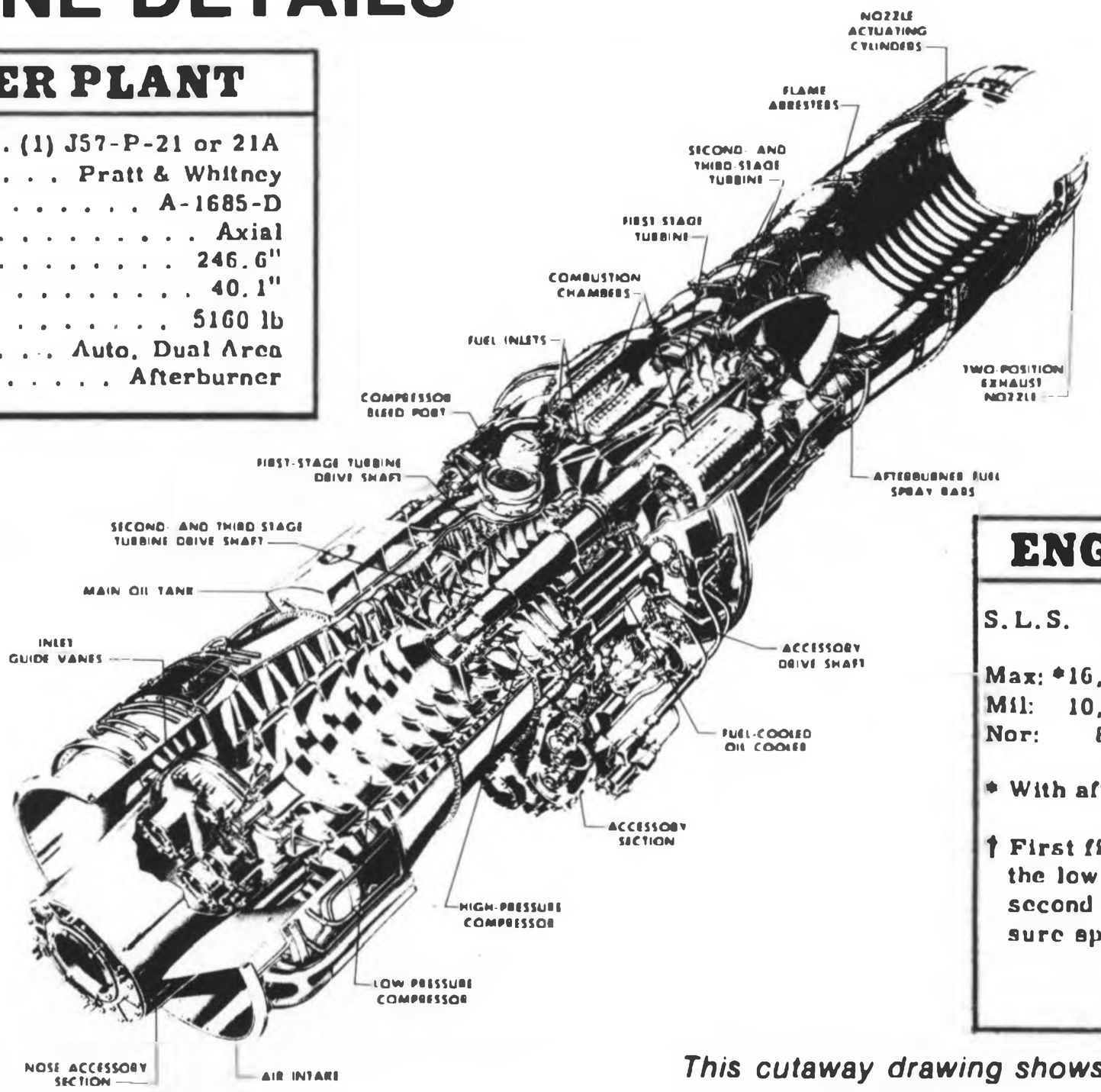


To make room for the second cockpit in the F-100F, the ammunition could not be stored where it had been in the single seat versions. Instead, the upper gun on each side was deleted, and the ammunition can for the remaining gun was installed in its place. This can had a capacity of only 175 rounds. At left is a photograph of the right side gun with the ammunition can removed to show more details of the gun. At right is the left side gun with the ammunition can installed. *(Left Flightleader, right Rockwell International)*

ENGINE DETAILS

POWER PLANT

Nr & Model	(1) J57-P-21 or 21A
Mfr	Pratt & Whitney
Engine Spec	A-1685-D
Type	Axial
Length	246.6"
Diameter	40.1"
Weight (dry)	5160 lb
Tail Pipe	Auto. Dual Area
Augmentation	Afterburner



ENGINE RATINGS

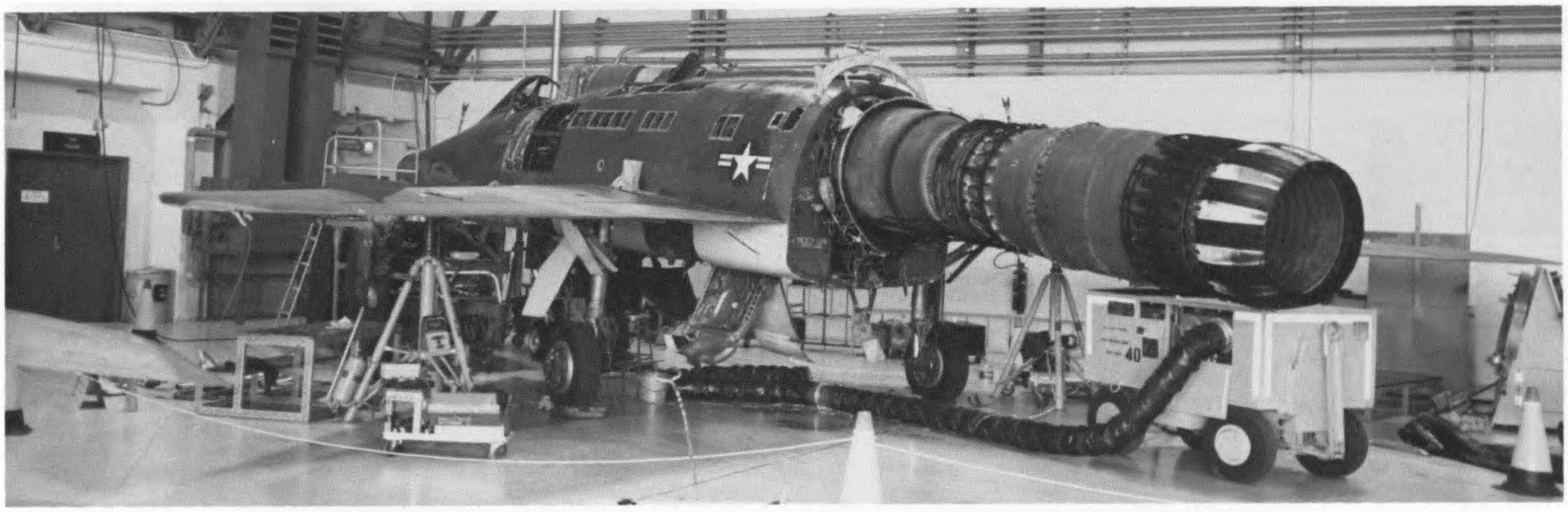
S.L.S.	LB - † RPM	- MIN
Max:	*16,000 - 6100/9800	- 15
Mil:	10,200 - 6100/9800	- 30
Nor:	8700 - 5780/9550	- cont

* With afterburner operating

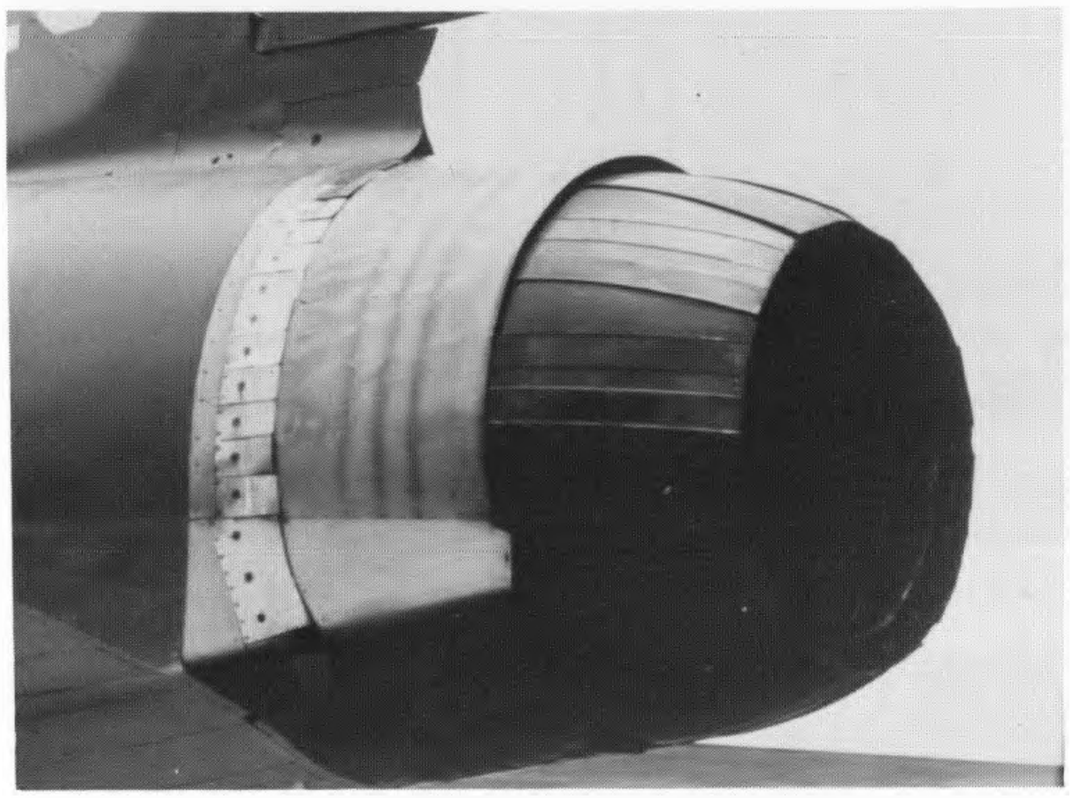
† First figure represents RPM of the low pressure spool while the second is that of the high pressure spool.

This cutaway drawing shows details of the J57 engine that was used to power all versions of the F-100.
(USAF)

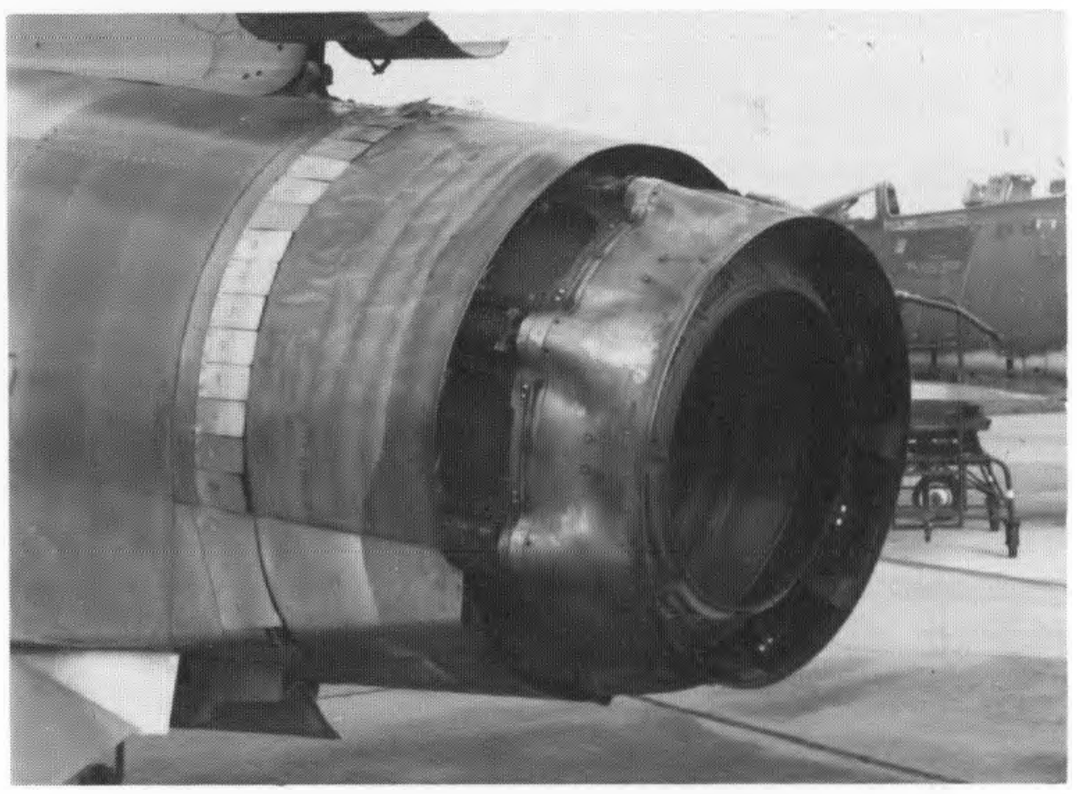
Maintenance on the engine required removing the entire aft section of the fuselage as shown here. This F-100A belongs to the 435th TFS of the 479th TFW at George AFB, California. *(Taylor)*



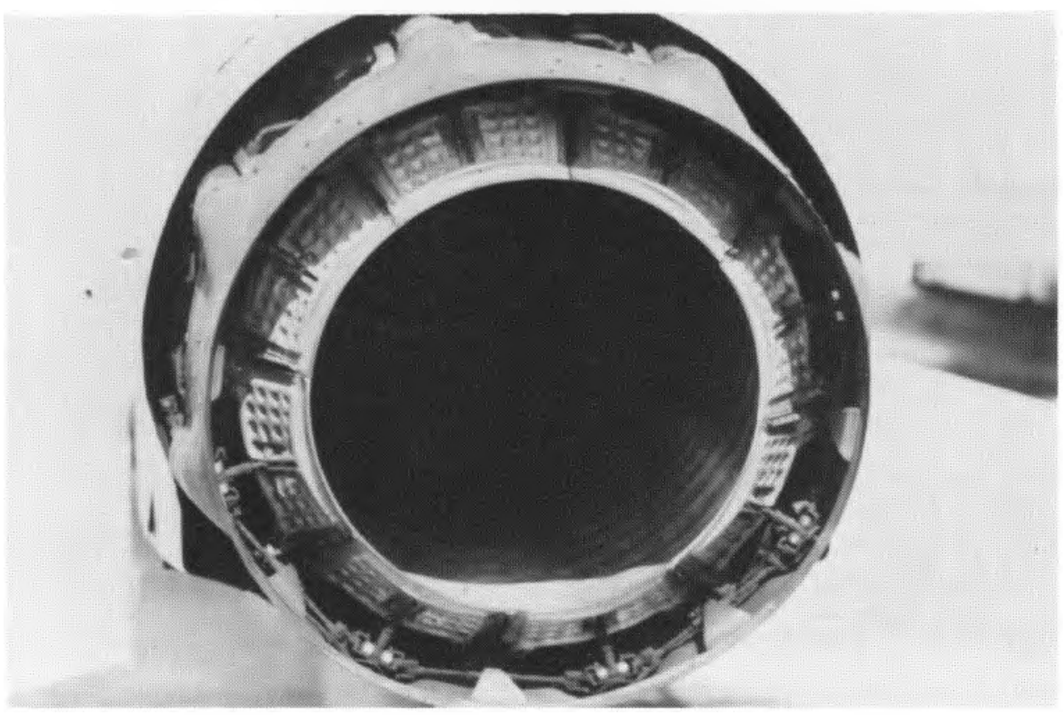
The aft section has been removed from this F-100D, and many details of the engine are visible. *(Menard)*



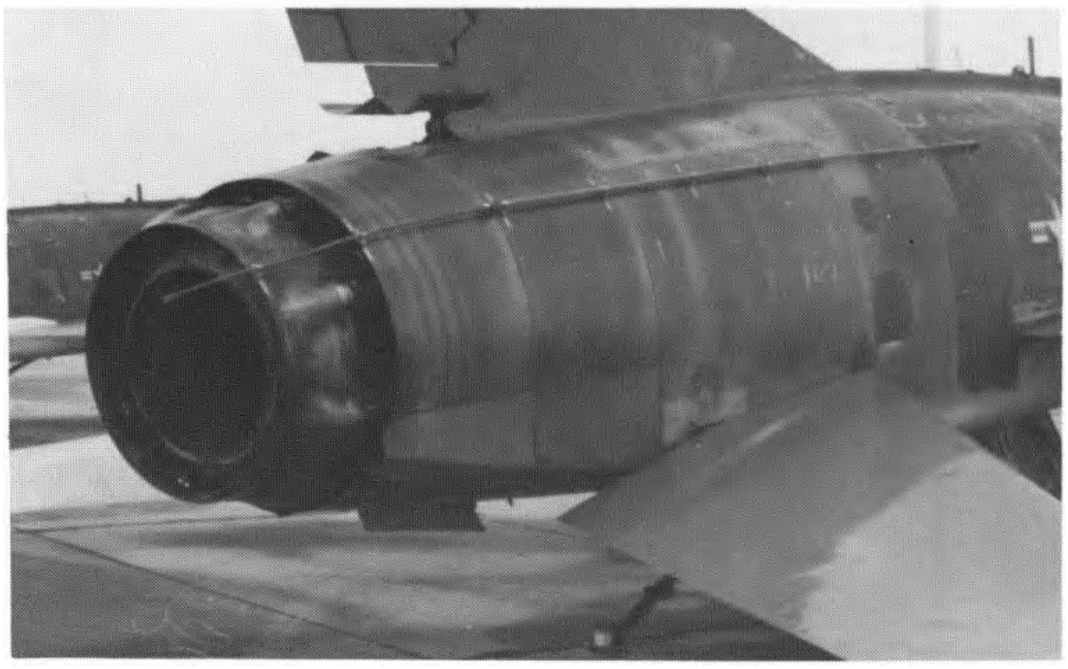
The original afterburner can and convergent/divergent nozzle, or eyelid as it was generally called, on the F-100 is shown here. It was an iris type nozzle with twenty-four segments that were automatically activated by air pressure when the afterburner was selected on the throttle. This resulted in a larger opening when the afterburner was lit. This type nozzle caused a lot of problems over the years, because some segments would open ahead of others and deflect the thrust. This style was the only one used by Regular Air Force units.



A similar view to the one at left shows the F-102 afterburner nozzle that was installed on many F-100s late in their service life. After an Air National Guard NCO put in a formal suggestion that the Guard be allowed to install these on their F-100s, they were removed from F-102s after they were flown to MASDC for storage and provided to Guard F-100 units. This nozzle was a flap type with actuating rods, and once they were installed on the Super Sabres, the problems associated with the original nozzle went away.



This is a rear view of the F-102 type nozzle. *(Flightleader)*

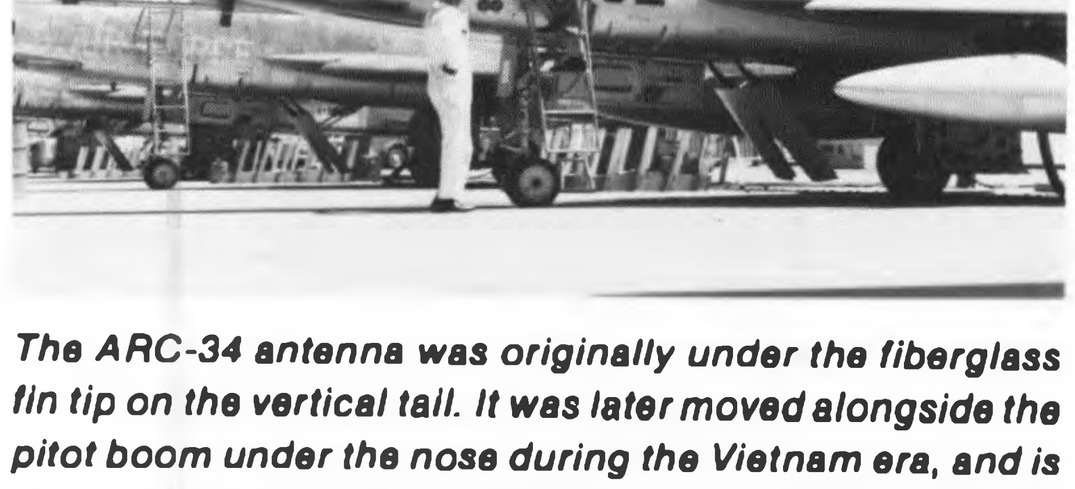


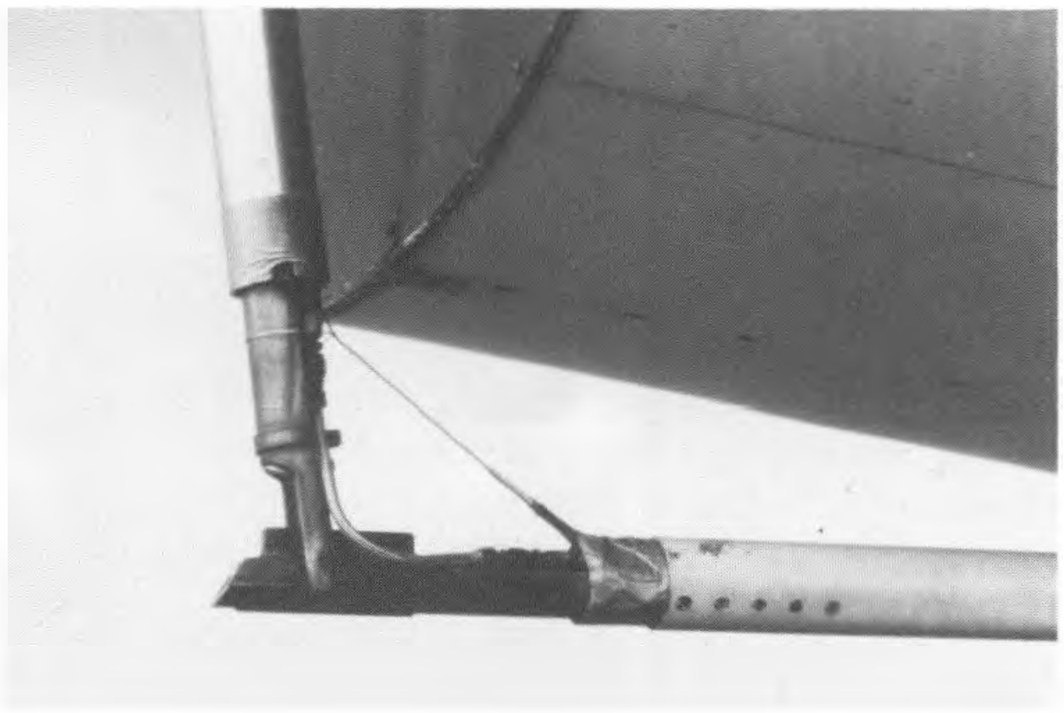
This QF-100D had the F-102 type nozzle and a smoke-making device that runs along the right side of the aft fuselage.

FUSELAGE DETAILS

The ARC-34 antenna was originally under the fiberglass fin tip on the vertical tail. It was later moved alongside the pitot boom under the nose during the Vietnam era, and is shown in that position in this photograph. After getting in the way of servicing the guns and catching the ground crew members between the shoulder blades, it was moved to the top of the fuselage on the spine of the aircraft.

The pitot boom could be folded up when the aircraft was on the ground. This view shows the boom folded from the front.



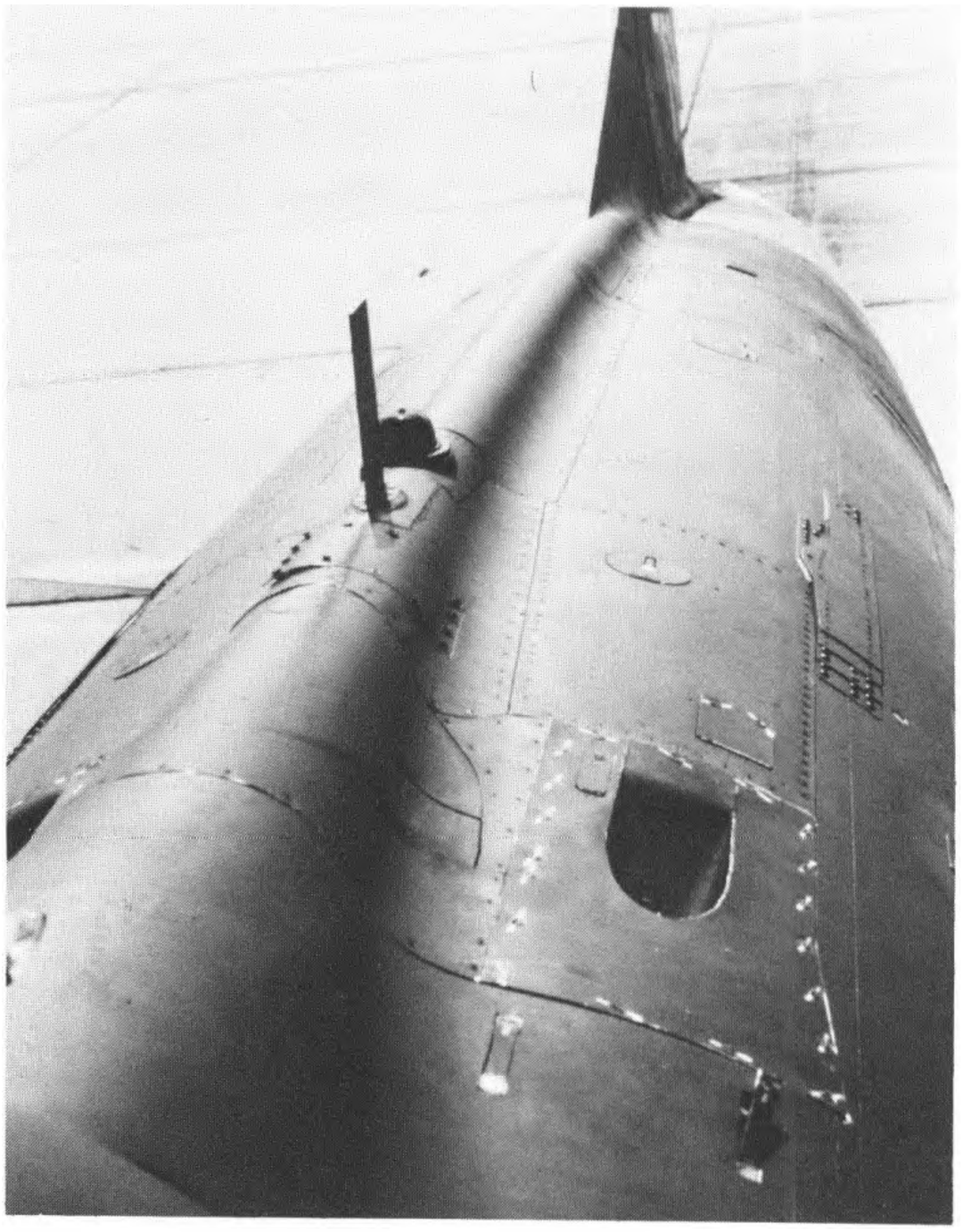


Right and left side views show more of the boom fold mechanism.

On either side of the aft end of the nose landing gear well were two retractable landing/taxi lights. These two photographs show the lights in the extended position. They retracted back into the fuselage, and when retracted, the lenses were aimed straight down.

Radar Homing and Warning (RHAW) antennas were added under the intake lip (above the pitot boom) to some aircraft used in Vietnam. Also note the camera pod on the centerline station on this aircraft. Centerline pylons were very rarely used during the war in Vietnam, and when used, carried a camera store. *(Menard)*

Numerous access panels could be removed from the fuselage to allow maintenance. This is the left side of the fuselage of an F-100D that is undergoing servicing. *(Menard)*



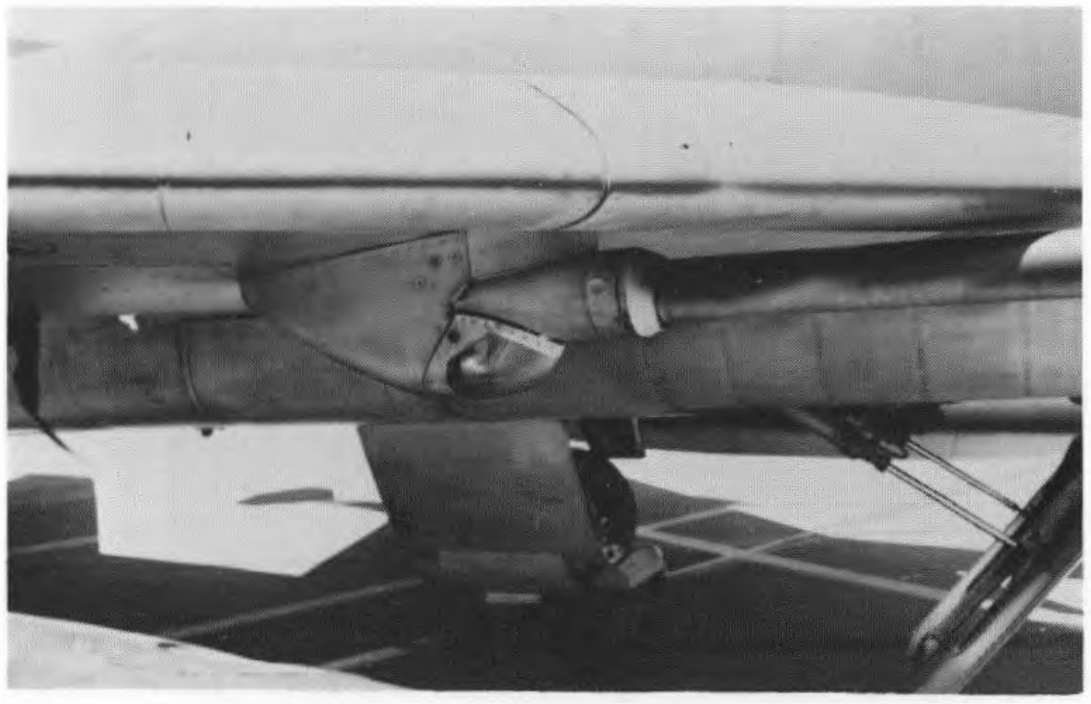
The top of the fuselage is shown here. The ARC-34 antenna is located on the spine, and behind it is the upper anti-collision beacon.

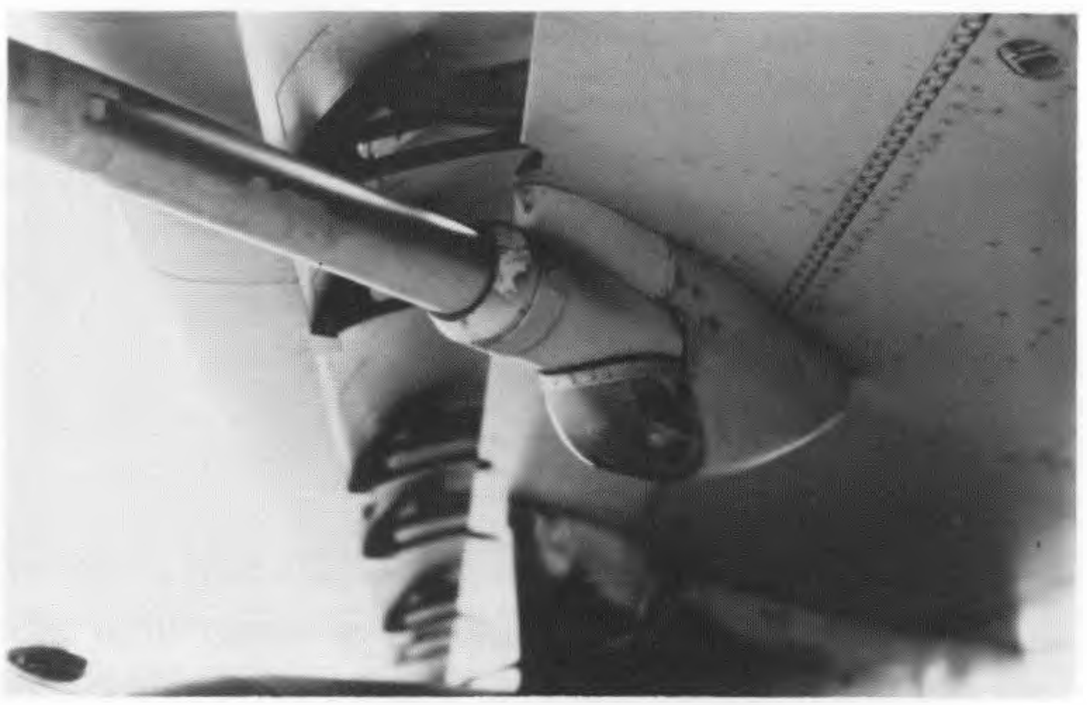
WING DETAILS

After the gear collapsed, this F-100F received a lift from a crane, and a good look at the wing details is provided by this photograph. This underside view shows the rails on which the leading edge slats move, the light on the wing tip, and the aileron. The trailing end of the wing fence is also visible. *(Rockwell International)*

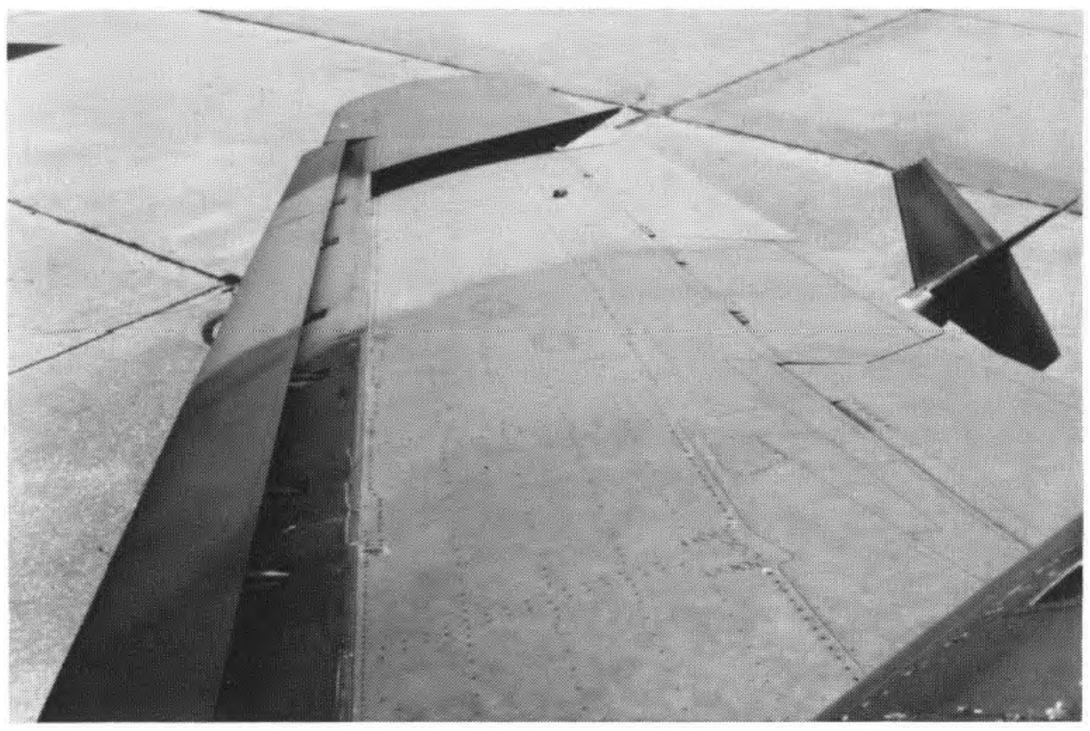
Most of the wing fence, the leading edge slat, and the refueling probe are visible in this photograph of an F-100F.

This is a close-up of the nozzle on the end of the in-flight refueling probe.

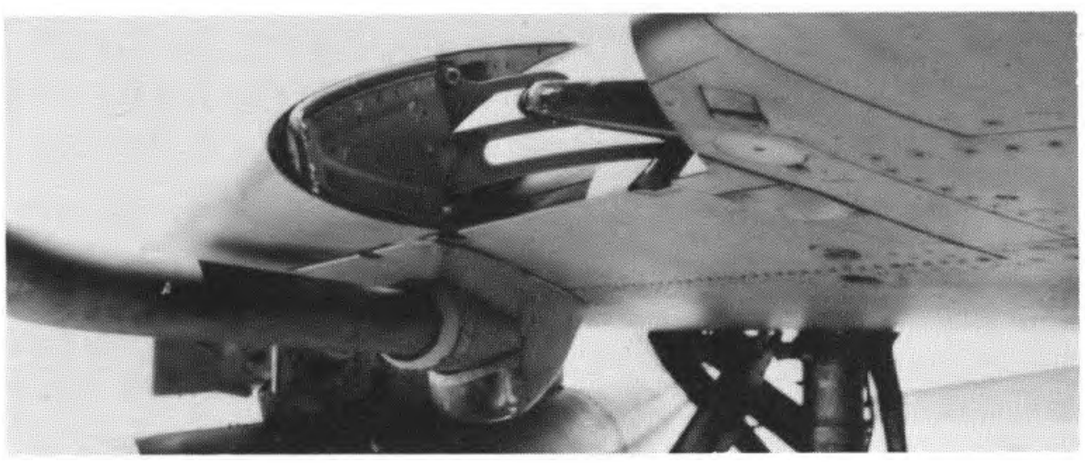


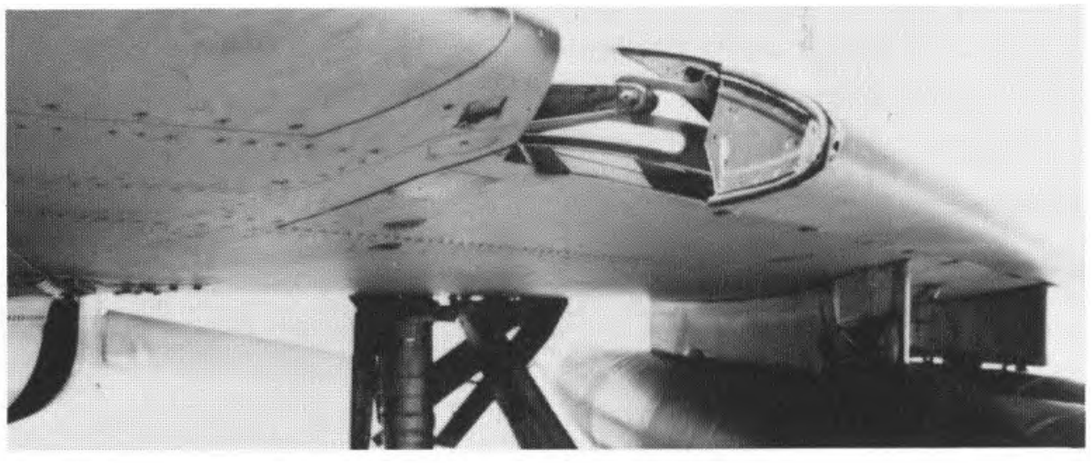


These two views show how the refueling probe is attached to the underside of the right wing. Note the light on the lower portion of the connecting mount.

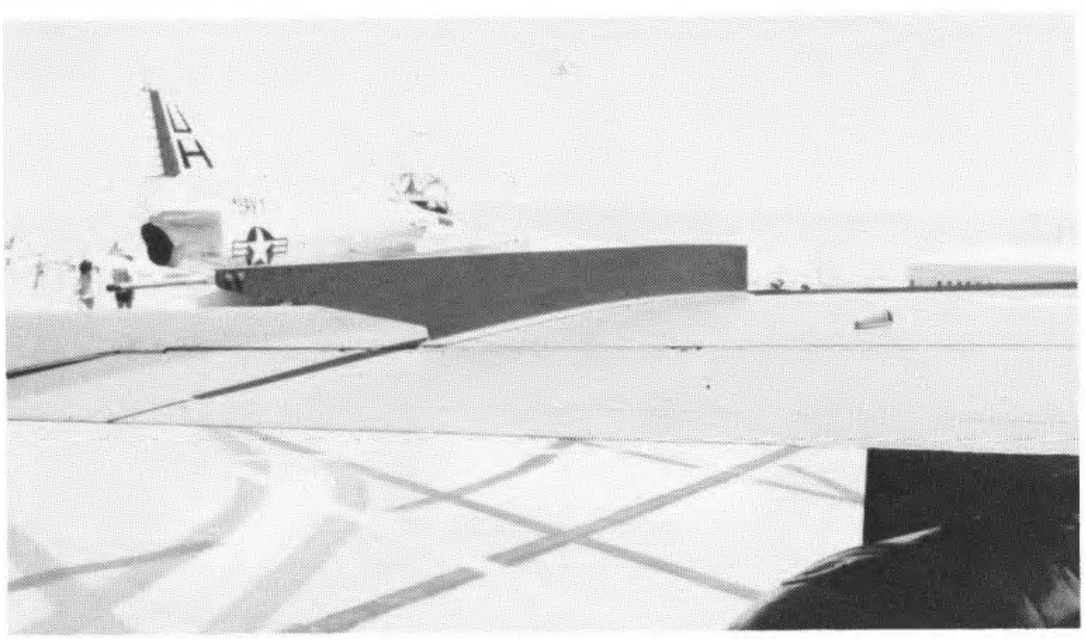


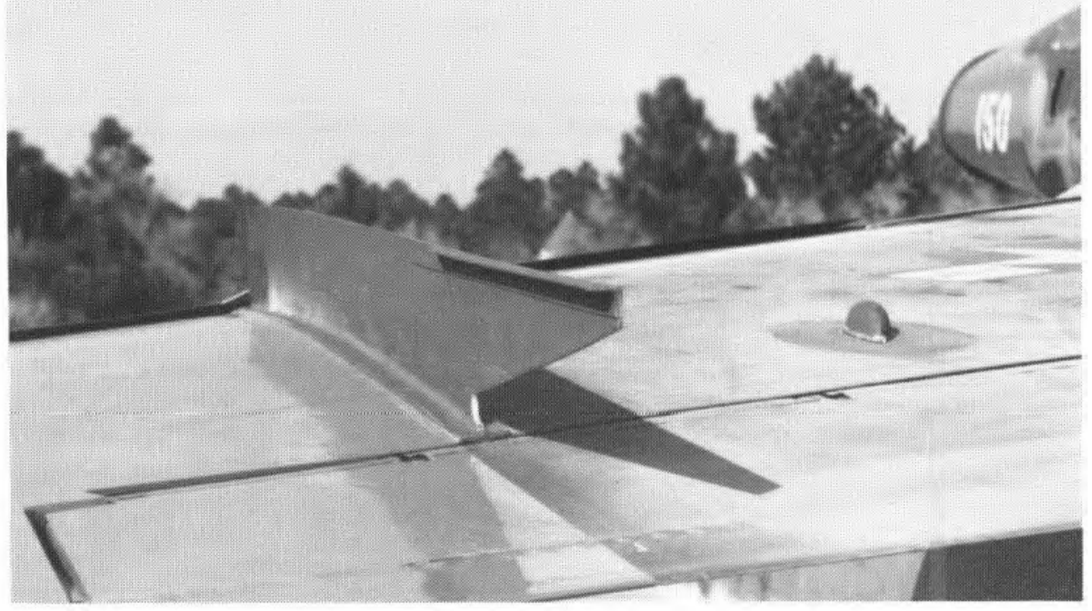
The tops of both wings are shown in these two photographs. Note the leading edge slats in the extended position and the fact that the camouflage extends onto the area that is beneath the slat when it is retracted.



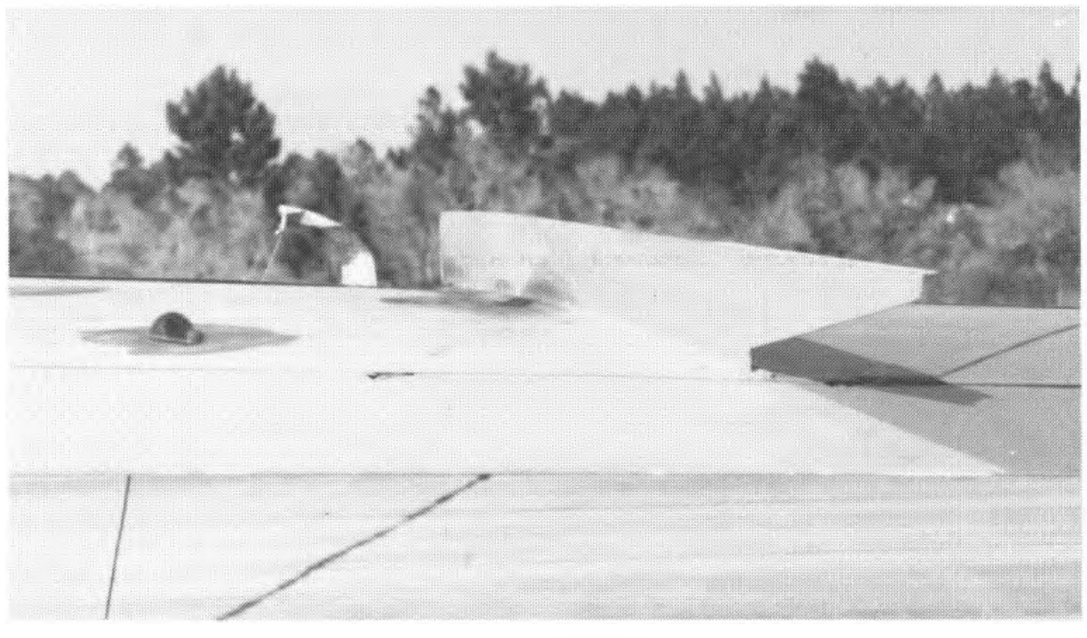


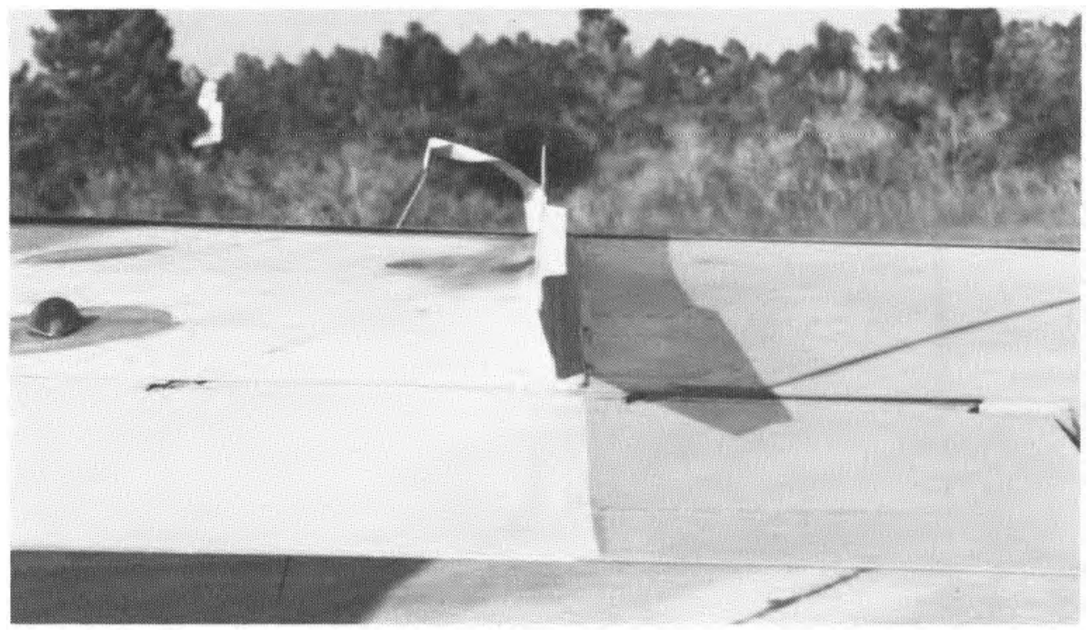
The innermost edges of each slat are revealed here. Details of the slat's cross section at this end and the tracks are illustrated.





The left wing fence is the subject of these two views. Also note the light on top of the wing inboard of the fence. These fences were installed at the factory, but were not retained by all units. Most USAFE units kept them, while PACAF units (before Vietnam) deleted them. On natural metal aircraft the inside of the fences were often flat black.





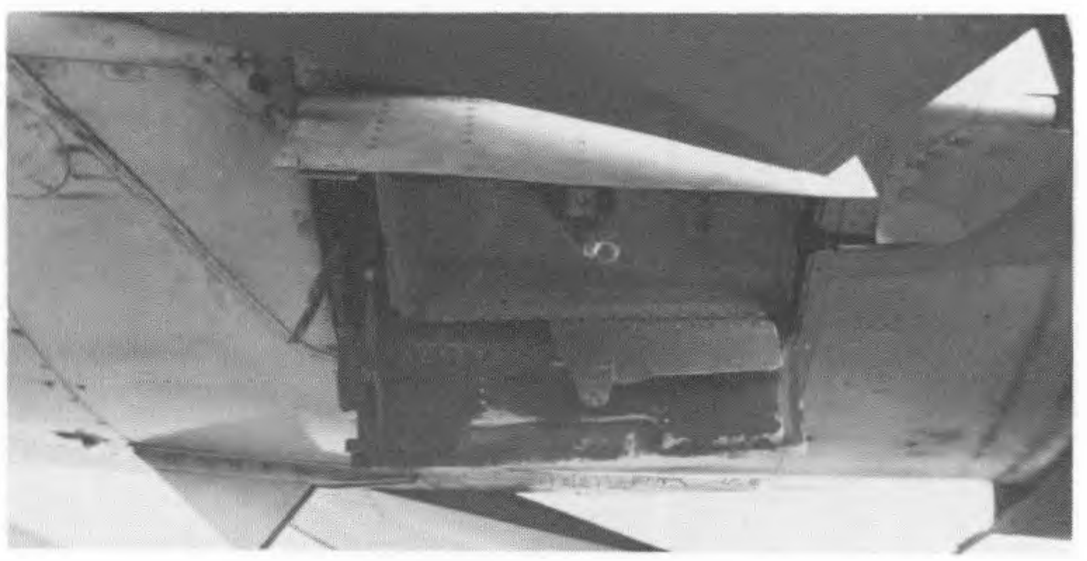
This is the right wing fence. Note the flat portion on top of the fence at the trailing edge. This feature is also visible in the photograph above and to the right.

TAIL DETAILS

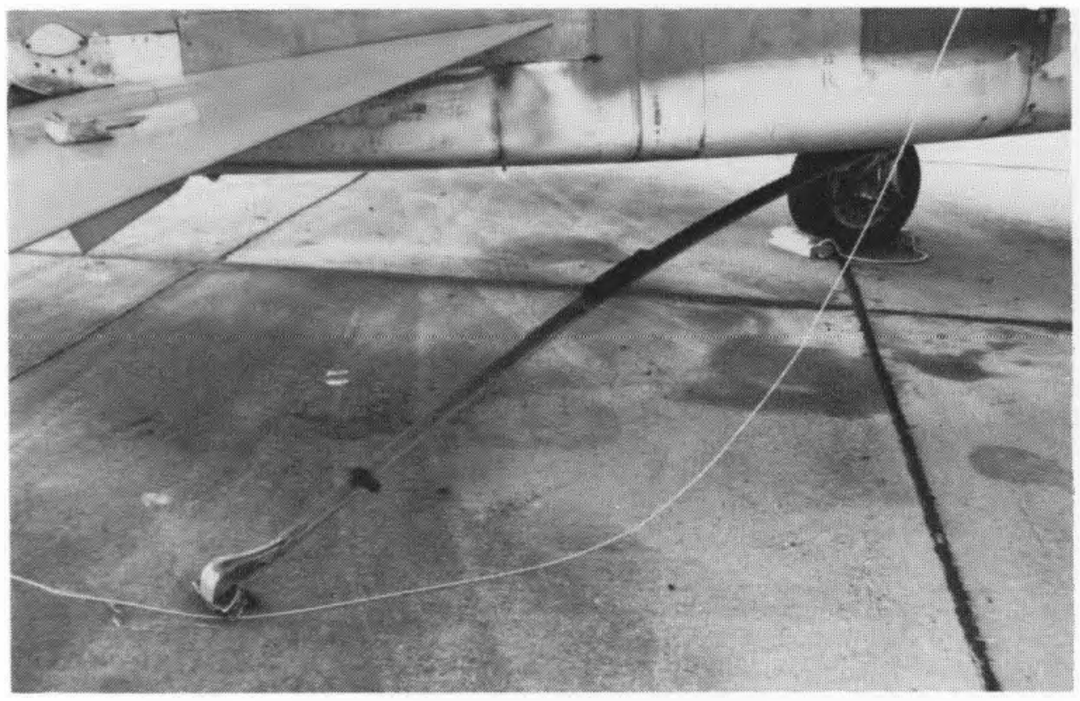
The vertical tail used on most F-100As and -Cs is shown in these two photographs. In the photograph at left, the "inside out" rudder is visible, and the ribs at the trailing edge are the distinguishing feature. The photo at right has the earlier rudder which has a skinned surface. There are no ribs here. *(Left author, right via Menard)*

The vertical tail used on the F-100D and -F is shown here. It featured a large antenna fairing above the rudder, and the rudder itself was taller than on the earlier models. This rudder had the single surface trailing edge with the ribs. *(Menard)*

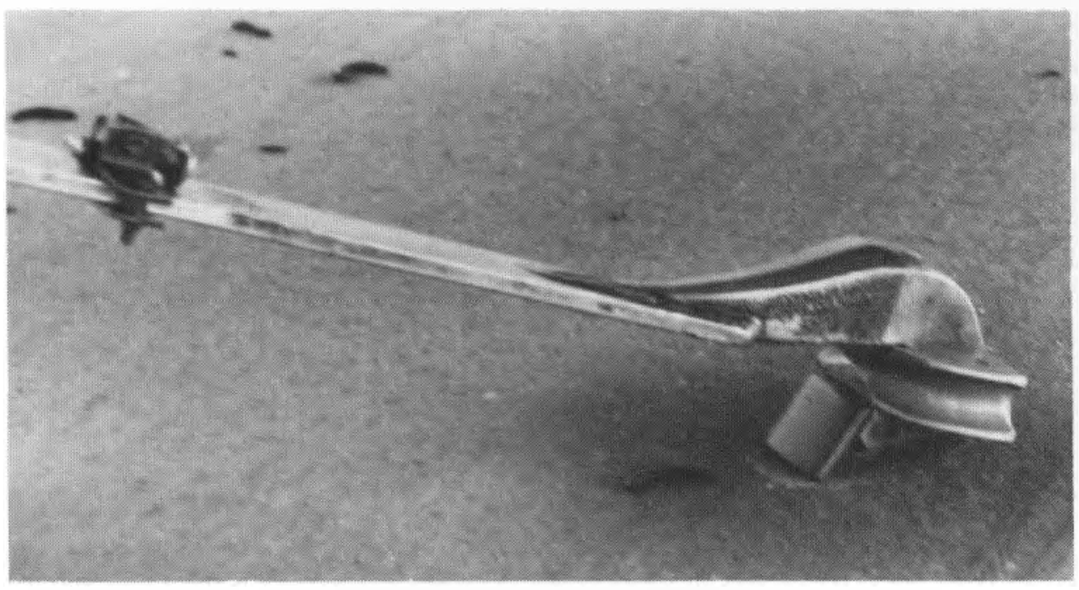
The drag chute was housed in a compartment under the left side of the tail section. This photograph shows the doors to this compartment closed. *(via Menard)*



The drag chute housing is shown in the open position in these two photographs, after the drag chute had been removed from the compartment.



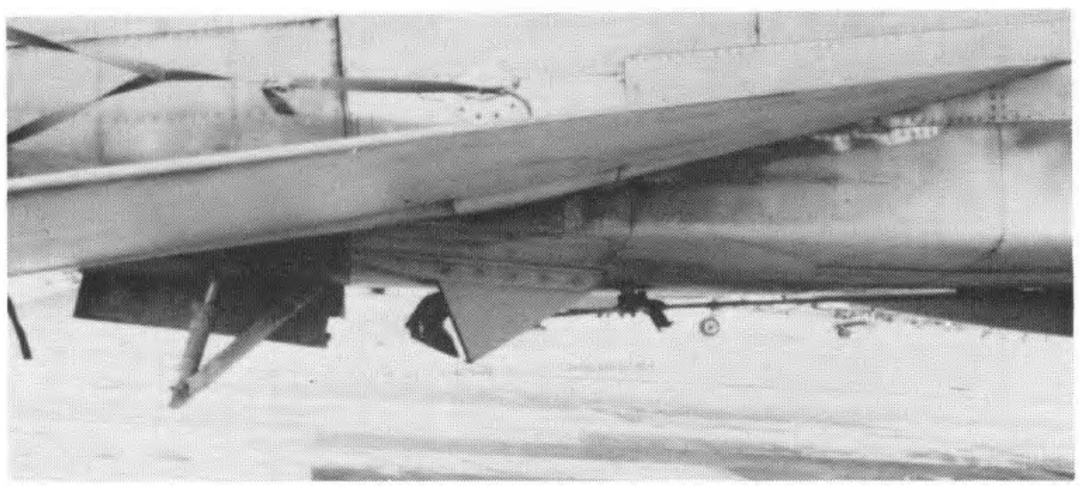
Installation of the tail hook began on all models of the Super Sabre in the 1960-61 time frame. It was simply a long piece of spring steel fastened to the fuselage by a bolt at one end and having a hook welded to the other end. The hook point guard was not installed at the same time, but was added later after several accidental engagements. This tail skid was retractable and operated with the landing gear. On F-100A and -C models the hook stows to the left of the skid, and on the -D and -F it stows to the right. A safety pin was supposed to be installed whenever the aircraft was parked to prevent accidental activation, and this pin had a long red streamer attached.



Details of the hook end are shown here.

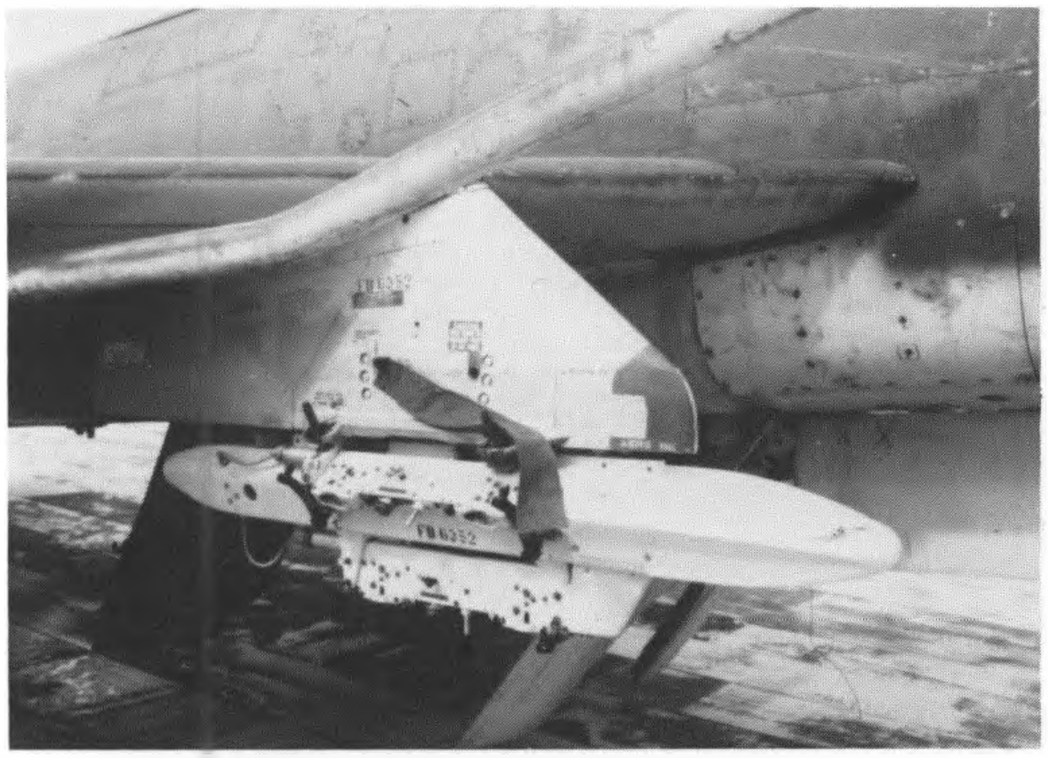
This is a rear view of the hook in the lowered position. Note the point guard as it appears from behind.

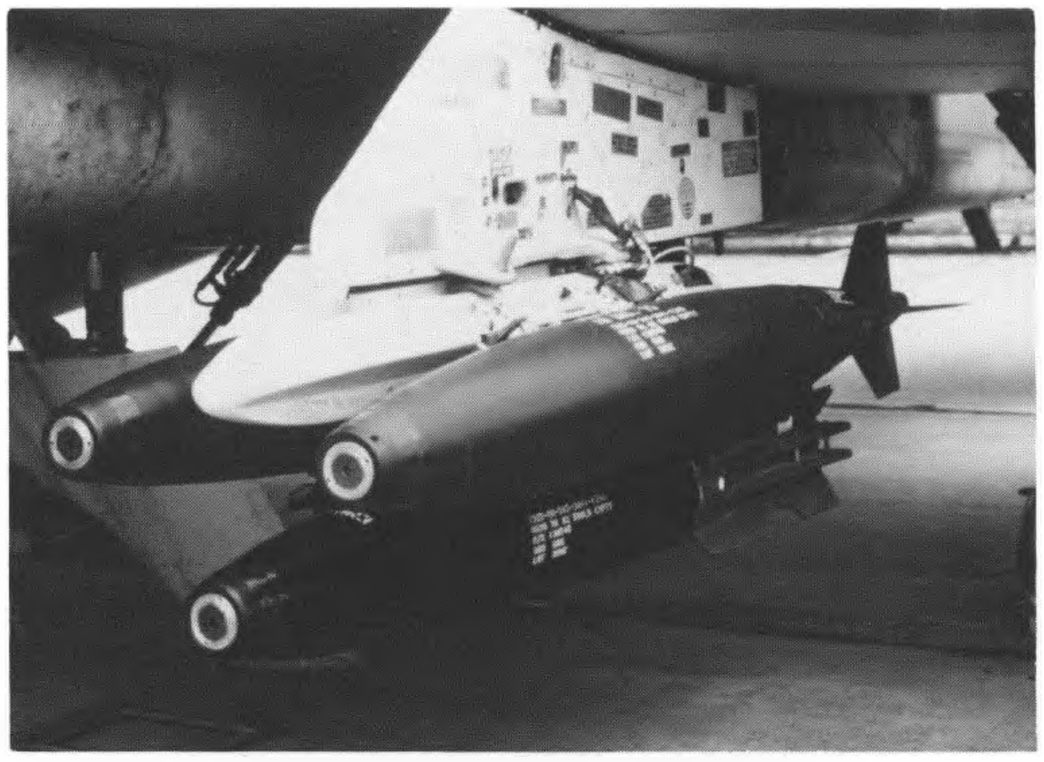
Left: The tail skid is shown in this close-up taken from behind, as is the hook and its point guard.



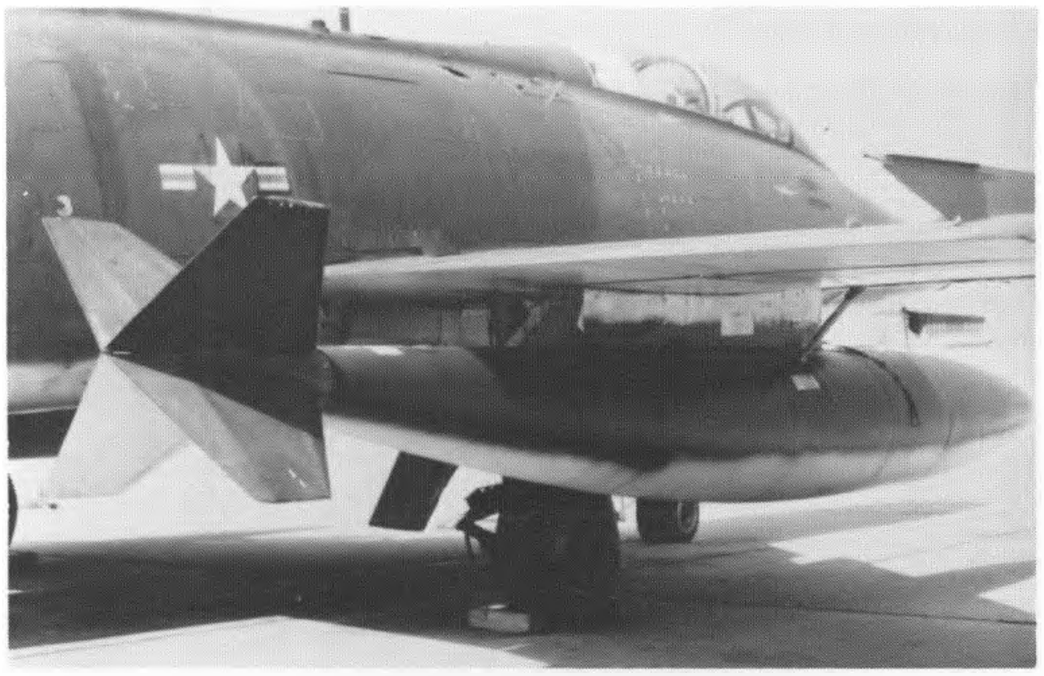
The tail bumper skid is visible in these photos, as is the tail hook and its point guard that was designed to prevent accidental engagements.

PYLONS

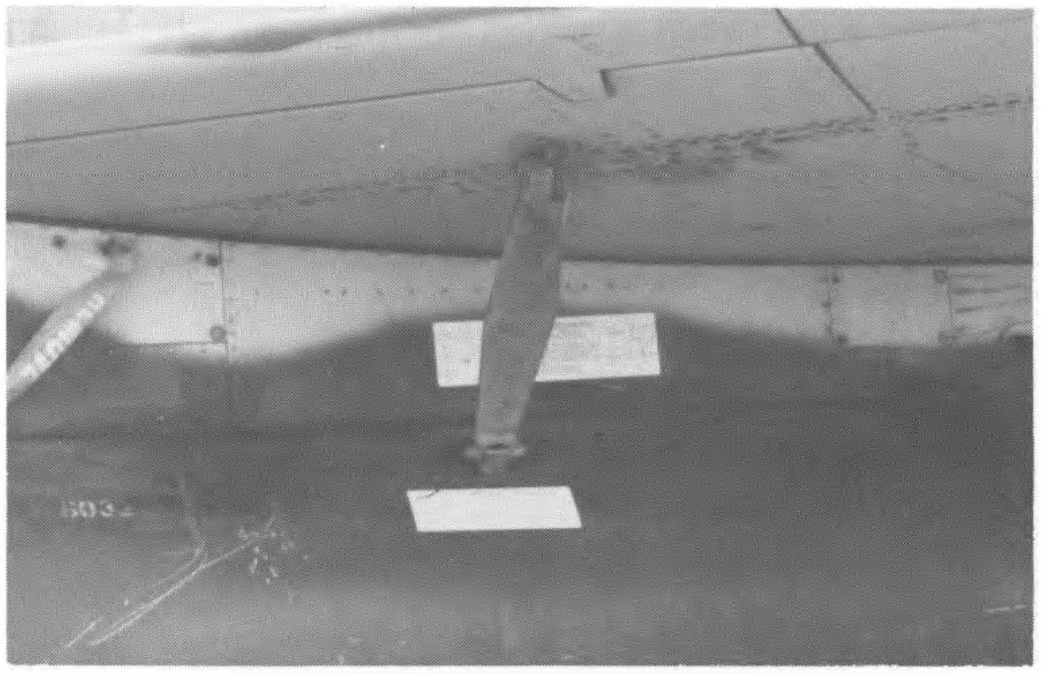




In addition to the centerline pylon carried on some aircraft, three wing stations were used for carrying external stores. At left is the inboard pylon on the right wing to which a triple ejector rack (TER) is attached. At right is the inboard pylon on the left wing, and in this photograph, 500-pound bombs are loaded on the TER. (Left author, right Flightleader)



In most cases the center wing pylon was used for carrying external fuel tanks as shown here. This is a 335 gallon tank on the center wing pylon under the right wing. This tank was made by taking the former 275 gallon tank and adding a 28-inch plug forward of its center section. A larger 450-gallon tank could also be carried on this station.



This is a close-up of the anti-sway brace on a 335 gallon tank that is attached to the center wing pylon under the left wing.

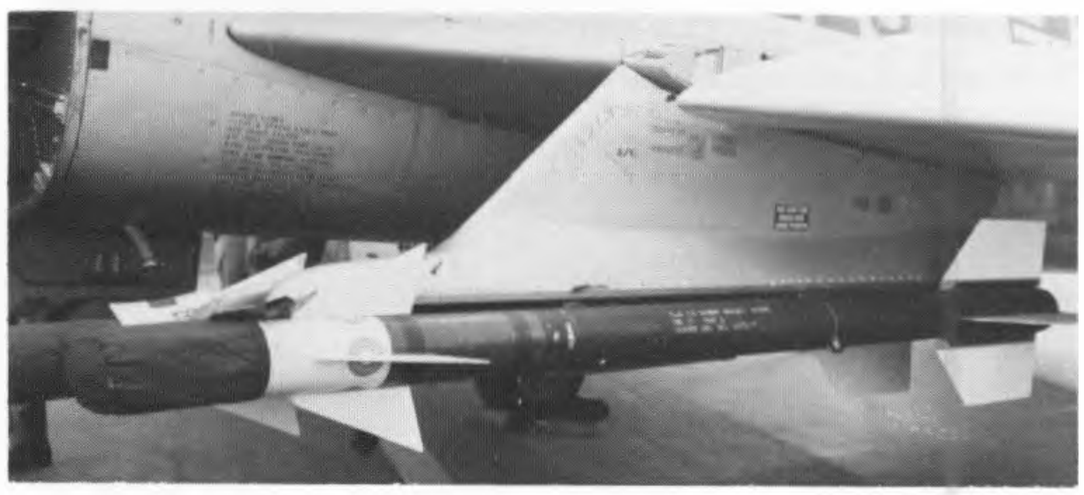
Details of the right outboard wing pylon are shown here. Pods for 2.75-inch rockets and single bombs were usually carried here.

This is the left outboard wing pylon with a travel pod attached. This is nothing more than the shell of an unused napalm tank with a door added to carry luggage. The door in the side of the pod is visible under the center section of the pylon. Inboard and outboard pylons were usually painted overall silver or left bare metal on camouflaged aircraft, while the center wing pylons were camouflaged. However, exceptions existed in both cases.

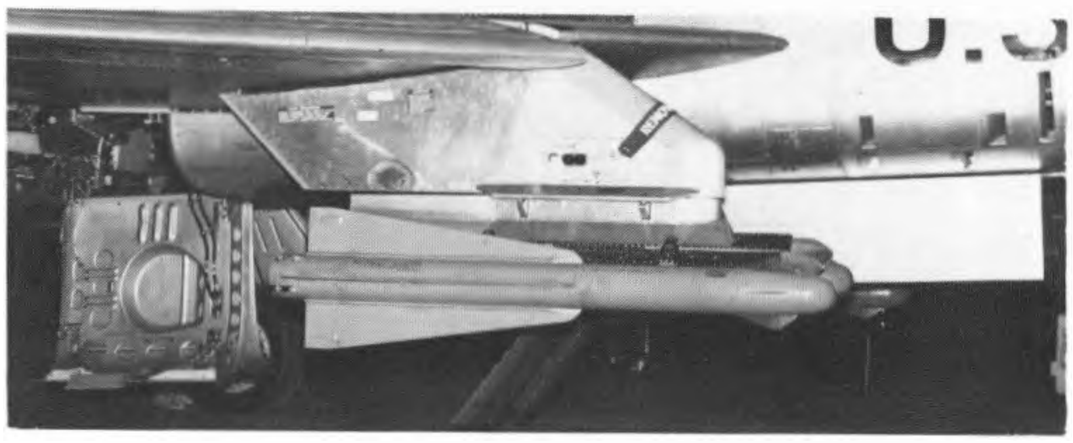
F-100C-5-NA, 54-1794, with the larger -D style vertical tail, was used as the Sidewinder missile test aircraft. Here the aircraft is shown with the launch rails, but with no missiles installed. *(Rockwell International)*

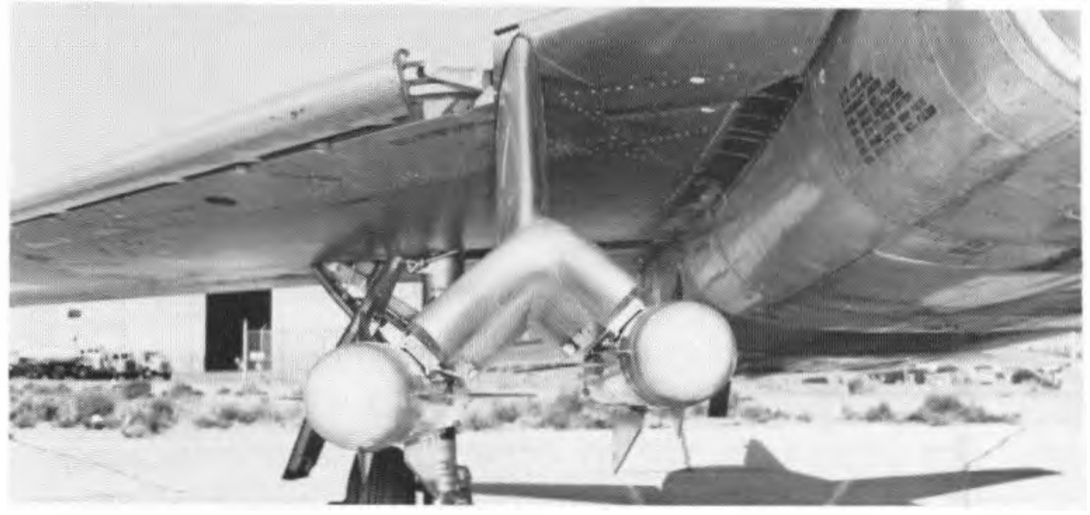
F-100A-20-NA, 53-1650, again with the -D type vertical tail, displays the inboard wing pylons with the AIM-9 Sidewinders attached to their launch rails. The fuel tanks are the 275 gallon variety. *(Rockwell International)*

The pylons and launch rails were in the shape of an inverted "Y," as shown in this close-up taken from in front of the wing.



Two Sidewinders are shown attached to the left inboard pylon and launch rails in this view. *(Menard)*





Infrared versions of the Falcon air-to-air missiles were also evaluated on the F-100, as shown in these two photographs. It would seem that the Sidewinder was the preferred missile, however. *(Both Rockwell International)*

BOMBS

Iron bombs could be attached to all wing pylons as shown here. *(Menard)*

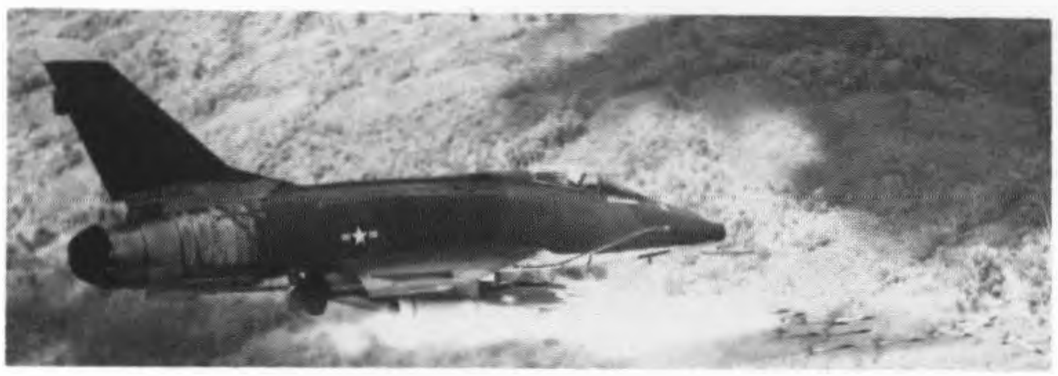
Left: Two of four 750-pound bombs have just been released from the outboard wing pylons of this F-100D. Two more 750-pounders are on the inboard wing pylons, although only part of one of the fins is visible below the 335-gallon fuel tank on the right wing. Many such bombs were delivered to the enemy by Super Sabres during the war in Vietnam. *(USAF)*

Two high drag Snakeye bombs are falling away from each of three Huns during a bombing mission over Vietnam. The fins have yet to open. These bombs were released on command rather than as a result of each individual pilot deciding the best time to drop his ordnance based on a standard bomb run. *(USAF)*

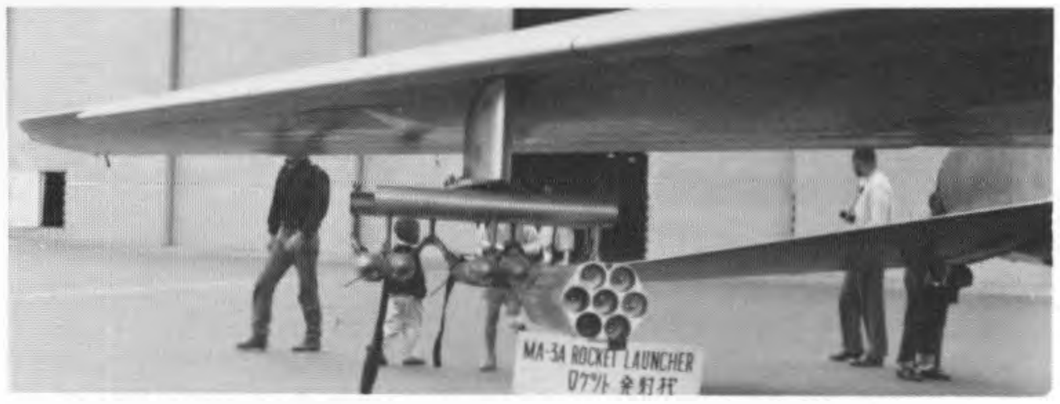
This F-100D has 500-pound high drag bombs attached to its inboard pylons and finned napalm bombs on its outboard stations. Note that the 335-gallon tanks are not camouflaged. *(USAF)*

AIR-TO-SURFACE MISSILES AND ROCKETS

The Bullpup command-guided missile could be carried by certain F-100Ds that were modified to be compatible with this early air-to-surface weapon. Here two Bullpups are attached to launchers on the inboard wing stations, which were the only locations these missiles could be carried by the F-100. *(Rockwell International)*



Far more common than guided missiles were 2.75-inch rockets carried on pods that were attached to the outboard wing stations. Here an F-100D unleashes a salvo of these rockets against the Viet Cong in South Vietnam. *(USAF)*



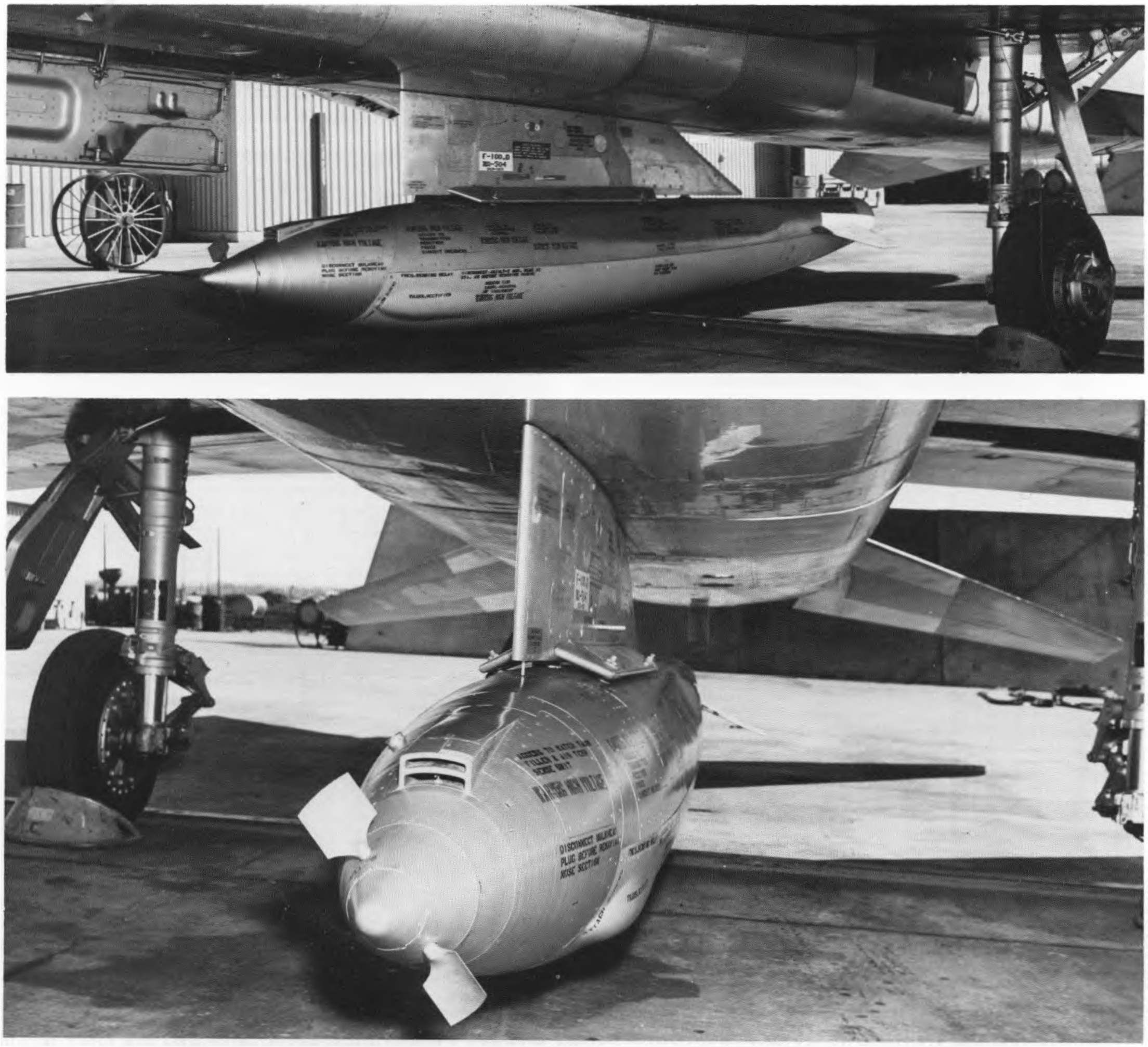
This outboard pylon has a crosspiece attached to it. On the inboard side of this crosspiece is a MA-3A rocket launcher, and to the outside are training rockets attached to individual rails. *(Menard)*

A standard 2.75-inch rocket pod with an aerodynamic hemispherical cover is attached to the left wing of this F-100F. When the rockets are fired, this expendable cover simply shatters without significantly affecting the flight of the rockets. But until the rockets are fired, this cover means less aerodynamic drag on the aircraft. A 335-gallon tank is on the center wing pylon, and an unfinned napalm bomb is on the inboard station. *(USAF)*

MISCELLANEOUS EXTERNAL STORES

The Super Sabre provided an important part of America's nuclear delivery capability for many years in the 1950s and 60s. This is an inert nuclear "shape" displayed with an F-100 at an open house. It could be carried on the centerline or center wing station. (Menard)

The large white store on the center wing station in this photograph is a practice bomb dispenser which holds 25-pound practice bombs. The bombs are on the ground beneath the dispenser. On the outboard wing station is a bomb rack with four additional practice bombs. (Menard)



These two views show the installation of an ALQ-31 Pod on an F-100D. More importantly, they provide a good look at the centerline station. (Both Rockwell International)

MODELERS SECTION

General Comments

A number of kits have been issued of the F-100 that are smaller than 1/144th scale. For the most part, these are not the type of scale models that a serious modeler would be interested in. Because of limited space, we are covering only models in the popular 1/144th scale and larger. There are over thirty separate releases of kits of the Super Sabre, although many are actually re-releases of kits by the same company that originally issued the kit or by another company that has purchased the molds or rights to sell the kit under its own name. In spite of this large number of kits, there are very few that are really the quality that a serious modeler would consider. These are the Takara 1/100th scale kit, the Hasegawa and ESCI kits in 1/72nd scale, and the Monogram kit in 1/48th scale. All of these models represent the F-100D, and although they are the best available of the F-100, all have some problems and inaccuracies that must be corrected. Other than the -D, there is no quality kit of any other variant of the F-100, and this leaves a real void in scale modeling. A single kit could be issued in any scale that would represent both the F-100A and F-100C. These aircraft carried some of the most colorful markings in Air Force history, and it is hard to believe that no kit manufacturers have seen this need and filled it. By tooling two new fuselage halves, adding parts for a second cockpit, and providing a new canopy, a manufacturer that has released an F-100D could convert the kit to an F-100F, and one wonders why this has not been done. The only way to presently build an F-100F is to do a conversion of an F-100D kit. The following is a look at the kits of the F-100 that are 1/144th scale and larger. Kits that are not really suitable for the serious modeler are summarized with general comments. Complete reviews are given for the better kits and those that are more readily available.

The smallest model of the Super Sabre can be built from the Otaki 1/144th scale kit. It is not one of the better models available in this small scale, and has some bad problems when it comes to shapes and dimensions. Jim Galloway built one of these models and painted it in the SEA camouflage scheme.

KIT REVIEWS

1/144th Scale Kits

Otaki F-100D, Kit Number A2

This kit is the only model of the Super Sabre available in 1/144th scale, and unfortunately, it is not very good. There are numerous shape and outline inaccuracies, most notably the nose, which is too short, and the canopy, which is too high. The external fuel tanks are unusable, being far too thin and having incorrectly shaped and positioned fins. The main wheels have no detailing, looking more like the moon type wheel covers seen on hot rods. Four Sidewinders are provided on incorrect pylons, and are mounted singly. One goes on each inboard pylon, and one is to be located on each outboard pylon. This is totally incorrect. Use of the LS 1/144th scale weapons set is a real necessity for this model, and the modeler will have to make center wing pylons from plastic card, then build the external fuel tanks from scratch. No doors are provided for the nose gear, and the three outer doors for each of the main landing gear are represented by one piece. The inner doors are missing completely, so these and the two for the nose gear will have to be made from scratch by the modeler. A simple solution for the missing main gear doors is to fill in the area they cover (which is only indented slightly anyway) and build the model with the doors closed. These doors were sometimes closed when the aircraft was on the ground.

The pitot boom is provided, but its locating hole is too far forward. Some modelers may want to build a more accurate and delicate probe from sprue. There is no cockpit detailing, and at least a minimum should be added in order to enhance the appearance of the model. The canopy should be discarded, and a new one vacuformed. There is no representation of the four cannon ports, so here is another area where the modeler will have to add his own details.

The model is molded in light gray plastic, with fine raised scribing that is adequate for a model this size. The clips for the drag chute cable are scribed on both sides of the tail instead of the left side only, and are located too far forward. Fit is fair, and some filling and sanding is required. The decal sheet provides two **U.S. AIR FORCE** markings, two **FW-750** buzz numbers, only two national insignia, and two tail markings that appear to be based on those used by the 3rd TFW. However, they are very incomplete.

If this were not the only model of the Super Sabre in 1/144th scale, it would be hard to recommend. With a lot of work, to include lengthening the nose, reshaping a number of areas, and doing a lot of detailing that Otaki should have done in the first place, a respectable model can result.

Paramount F-100D, Kit Number 6010

This is a re-release of the Otaki kit covered above.

ARII F-100D, Kit Number A396

This is also a re-release of the Otaki kit covered above, however, it is molded in white plastic.

ARII F-100D, Kit Number A381

This is yet another re-release of the Otaki kit, and it is part of a gift set of six aircraft.

1/100th Scale Kits

Takara F-100D, Kit Number 2

This is one of the excellent series of 1/100th scale kits from Takara. The kit consists of forty-four pieces molded in light brown plastic with very fine, engraved, surface detailing. Most of the scribing is quite good, but it does not match up along the spine of the aircraft. A clear canopy is also provided. The model is very accurate with correct outlines and shapes, but the model needs a little detailing. The cockpit consists of only a seat and pilot figure, so most modelers will want to add consoles, an instrument panel, and a control column as a minimum. The seat is not a good representation of the real thing, so even a simple scratchbuilt one will significantly improve the looks of the cockpit area. The other area that will require some detailing work is the landing gear. The inner main gear doors and the aft nose gear door are molded in the closed position. While it is possible to close these doors on the ground, they are open more often than not, so we recommend taking the time to open them up and do a little detailing in the wells. This is particularly true of the nose gear door and well. The wing fences are also incorrect, not having the cut-out at the trailing edge. These should be removed and replaced with new and accurate ones cut from thin plastic card. The pylons for the Sidewinder missiles form an inverted "T" shape when assembled instead of the correct inverted "Y" shape. Otherwise, the kit is very well done in all respects.

Two 335-gallon fuel tanks are provided for the center wing pylons. There are four Sidewinder missiles for the incorrect pylons as mentioned earlier. Also included are two 500-pound bombs and two rocket pods. "Extras" include a boarding ladder, cart for ordnance, and four figures that include a standing pilot, another sitting pilot for the cockpit, and two ground crew personnel. A section of tarmac is printed on the inside bottom of the box to provide a basis for a diorama. A two-piece stand is included if an in-flight model is desired.

Assembly is basically good, but some filling and sanding is required. The joint between the fuselage halves at the vertical tail leaves a large gap that must be filled and sanded. The other bad fit is the wing-to-fuselage joint. When the wings are centered on the fuselage, there is a gap at the left wing root that will need work. The pylons and refueling probe do not fit in the holes provided. Widen the holes as necessary after some dry fitting. The only holes opened in the bottom of the wing are for the fuel tanks.

Decals include markings for the Royal Aslan Air Force, which is based on a Japanese cartoon. More importantly, there are excellent markings for an aircraft from the 510th TFS with a bird insignia on the tail and a cobra marking on the fuselage.

Jim Galloway used the Takara 1/100th scale kit to build this excellent model of an F-100D.

Comet YF-100A, Kit Number PL2

This kit measures out to 1/98th scale, but is close enough to 1/100th scale to be included here. It was originally released in 1956, and is very basic, consisting of six parts, the display stand, instruction sheet and decals. The single-piece canopy, counted in the six parts above, is very clear. No interior is provided other than a pilot's head that is molded as part of the fuselage halves. All scribing is of the etched or recessed type, including markings. It was common practice during the fifties to indicate placements of the markings by actually scribing them on the model even though the decals were provided and their locations indicated on the instruction sheet. The serial number that is scribed into the vertical tail is fictional and does not represent a valid serial number for any F-100 ever built. There were only two YF-100As built, and their serial numbers were 52-5754 and 52-5755. One of these two numbers should be used on this model.

Although some listings refer to this kit as an F-100C in 1/103rd scale, it does not represent an F-100C. It is clearly a YF-100A, and both length and wingspan are consistent for a 1/98th scale model of the prototypes. A small amount of filler is required where the single-piece wing and single-piece horizontal tail slip through the slots in the fuselage and where the back side of the canopy joins the fuselage. The forward fuselage tapers in more sharply (when viewed from above) than is the case for production aircraft, but this is correct for the prototypes which were ten inches shorter than the F-100A. The sweep angles of the wings are correct, but the sweep angles for the horizontal tail are excessive. The trailing edges of the wings, horizontal stabilizers, and vertical tail are a bit thick, and

Comet's small 1/98th scale YF-100 was built by Bill Slatton and mounted on a homemade stand.

some of the control surface scribing is a bit questionable from an accuracy standpoint.

The model was built basically stock with the substitution of a better pitot boom, addition of a seat back, equipment behind the seat, an intake plug, an exhaust tube, and a different display stand. The kit decals, which are very basic and incorrect, were discarded, and markings were scrounged from the spares box.

This kit is now considered a collector's item worth between four and eight dollars.

Review by Bill Slatton

Comet YF-100A, Kit Number PL111

This is the same as PL2 covered above, but it was issued as part of a squadron of six aircraft. The value to collectors is between twenty-five and thirty-five dollars.

Frog F-100D, Kit Number 372P

Although this is listed as an F-100D, it is a reissue of Comet kit PL2, and that makes it a YF-100A. It has a value of between fifteen and twenty dollars to collectors.

Aurora F-100C, Kit Number 289

This is not an F-100C. It is the Comet kit issued another time by another manufacturer. Its value to collectors is between four and eight dollars.

Agres-Poly F-100, No Kit Number

This is a reissue of the Aurora kit number 289 listed above, which is a reissue of the Comet kit. This one is valued between four and eight dollars for the collector.

Addar F-100, Kit Number 902

Here is another reissue that traces its lineage back to the original Comet kit. In this case, the model is issued as a 2-in-1 kit with an F-94 Starfire. It too has a value of between four and eight dollars on collectors' tables.

1/77th Scale Kit

Aurora F-100C, Kit Number 490

Released in 1961, this odd-scale kit consisted of a three-piece clear stand, a clear canopy, and thirteen pieces molded in silver plastic. All markings were engraved into the plastic, and the decals for these engraved locations consisted of four national insignias, two **USAF** markings, two **U.S. AIR FORCE** markings, and two **FW-452** buzz numbers. The serial number was **7452.** This kit is for collectors only, and is worth between four and eight dollars.

1/72nd Scale Kits

Strombecker F-100, Kit Number SM50

Issued in 1956, this very poor vacuformed kit was a flying "scale" model. It had a heavy plastic keel to support a rubber band launcher. It is collectable only because of the Strombecker name, and even then, it is only valued between two and four dollars.

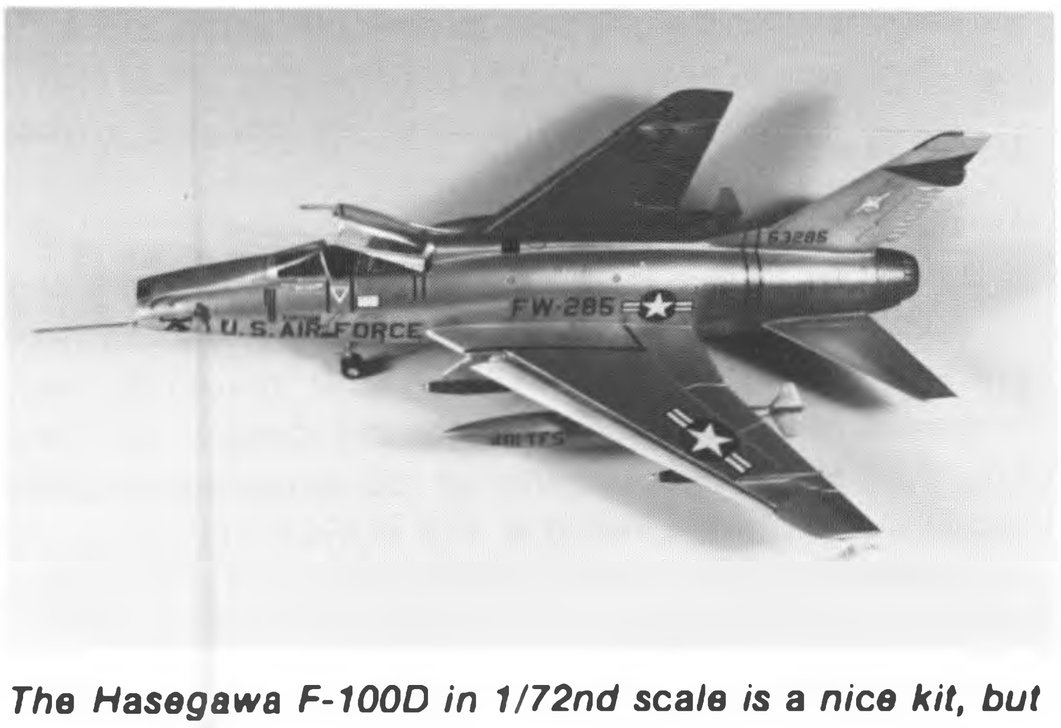
Hobbytime F-100A, Kit Number 1101

This old kit is no longer available, and is a collectors' item valued at eight to twelve dollars. It consisted of twenty-four silver parts, including a two-piece stand, and a single-piece clear canopy. It actually measures out to 1/71st scale, so it could easily fit into a 1/72nd scale collection. It would contrast with the readily available -D models. The only problem is finding one. Decals consisted of a serial number **25758,** and buzz number **FA-758.** (F-1[illegible]s should have buzz numbers prefixed with FW.) Red outlines are provided for the wing walk areas, and there are assorted red stripes and black dots on the decal sheet.

Hasegawa F-100D, Numerous Kit Numbers

This kit represents an early F-100D, and has been released and re-released many times. Kit numbers have included 035, JS-035, 1035, 121, 08, MJ06, and there may be more. The earliest issue is now over twenty years old, and it has stood the test of time very well. While it is not as good as present-day releases of 1/72nd scale kits when it comes to detailing, it is accurate in outline and shape, and can rather easily be built into an excellent model. The modeler should also keep in mind that this kit was molded and issued before many modifications were made to the actual aircraft. These include the enlarged cut-out in the speed brake, the "bandaid" reinforcing strips, the use of the F-102-style burner can, and the addition of the tail hook. If necessary for the aircraft he is representing, the modeler will have to add these features on his own, because none of the re-releases of this kit have been updated to include them. From the beginning, the kit has provided both straight and cranked refueling probes as an option.

Most of the releases have been molded in silver plas-



The Hasegawa F-100D in 1/72nd scale is a nice kit, but not up to the standards expected by modelers today. It comes up short in the detailing department, but most modelers can add what is missing fairly easily. The author built this model, and opened the canopy and leading edge slats.

tic, but it has also been issued in dark green plastic. Either way, it has delicate and accurate raised scribing, and there are no major fit problems. Some filling and sanding will be required in a few places, most notably where the wing joins the fuselage. The clear canopy is not overly thick, and comes as a one-piece windscreen/canopy combination. However, opening it to show cockpit detailing is quite easy. The only problem is that there is no cockpit detailing! There are two consoles, but no control column. The seat does not look like the real thing, and it would be best to build a new one from scratch. The option is to take the seat that the kit provides and use it as a basis. By adding bits of scrap plastic, some fine wire, and strips of paper or tape, the modeler can build a seat that will greatly enhance the appearance of the cockpit. The instrument panel and center console are easy to add and detail, and in 1/72nd scale, many modelers will find decals adequate to serve as instruments, knobs, and switches.

Because of the age of the kit, a lot of other detailing will also be necessary. There are no outboard wing pylons included, but these are easily added from plastic card. The slats are molded as part of the wing in the closed position. While the slats on the actual aircraft can be mechanically held in this position, they were usually forward or extended when the aircraft was on the ground. Repositioning them is not all that difficult, and will greatly add to the appearance of the model. The landing gear struts, wheels, and doors are nicely done, especially considering the fact that this kit is over two decades old. The one area that needs improvement as far as the landing gear is concerned is the wheel well detailing. There isn't any, so the modeler will have to add some using the photographs in this book as a guide. This is especially true of the well for the main gear wheels that is located in the fuselage just aft of the speed brake. The speed brake is a separate piece, and can be positioned in the open position. But its well also lacks detail, so the modeler will have to do some work here too.

This F-100F model was built by the author by using two Hasegawa F-100D kits in 1/72nd scale. A similar process could be used with the ESCI kit.

There is not much to choose from as far as weapons are concerned. There is a practice bomb dispenser molded on the centerline pylon, and 275-gallon tanks are provided for the center wing pylons. For the inboard pylons, the modeler has a choice of 200-gallon tanks (which were seldom carried on the F-100D), Bullpup missiles (which could be carried by only specially modified aircraft), and Sidewinder missiles. The pylon for these missiles is inaccurate, having an inverted "T" shape instead of the correct inverted "Y" shape. Surprisingly, there are no general purpose bombs, napalm bombs, or rocket pods, and these were the usual armament carried by the F-100D. Fortunately, the Hasegawa weapons sets will help solve this shortcoming.

Decals varied from issue to issue. Kit 121 had markings for the Thunderbirds aircraft. The most recent issue (kit 035) has markings for three aircraft. One is for the Missouri Air National Guard, 56-3204, and is in the SEA camouflage scheme. The second is Don Schmenk's famous "Mary Jane," 55-3580, that he flew in Vietnam with the 308th TFS, 31st TFW. It too is in the SEA camouflage scheme, and has a tail code of **SM**. The third option is a bare metal aircraft, 55-3615, in the markings of the 8th TFW's commanding officer. It has colorful red, yellow, and blue markings on the nose and tail. Kit 08 also has these markings. Kit 1035 had decals for an aircraft from the 49th TFW. It was F-100D, 55-3691, and it had colorful red, blue, and yellow markings on the tail. Unfortunately, the red and blue colors were reversed, at least on the initial run of the kit. Fortunately, the correct markings can be found on Superscale's (formerly Microscale) sheet 72-176.

AMT F-100D, Kit Number A692

This is the Hasegawa kit released under the AMT name. Decals are for a bare metal aircraft in basic TAC markings only, and a SEA camouflaged aircraft with only basic Air Force markings.

Frog F-100D, Kit Number F280

This is also the Hasegawa kit released under another

name. Markings for two bare metal and one camouflaged aircraft are provided, but there are no units specified. These are for the same aircraft as in Hasegawa's kit JS-035.

IMC F-100D, Kit Number 482

In 1970, IMC released this model with the gimmick of providing battle-damaged parts. It is not for the serious modeler, and should be left to the collectors who will pay five to nine dollars for it.

ESCI/ERTL, Kit Number 8557

In our estimation, this is the best kit of the Super Sabre in 1/72nd scale. Released in 1984, it represents a late F-100D with a lot of the modifications that had been added to the real aircraft. The tail hook, "bandaid" reinforcing strips, and speed brake with larger cut-out are all included, as are optional exhaust nozzles. Both the original iris type nozzle and the F-102 style nozzle are provided. Only the later cranked refueling probe is included. Between this kit and the Hasegawa kits, the modeler can build an F-100D with just about any combination of modifications without having to scratch build parts.

This kit is molded in tan plastic with engraved panel lines. Surface detailing is very nice throughout. The one noticeable error is that clips for the drag chute cable are molded on both sides of the aft section rather than being only on the left side. Some filler and a little sanding will remove those on the right. Most parts are cleanly molded, are delicate, and quite accurate in their representation of the real thing. There are some areas that will require a little work, and the cockpit is one of these. A single piece represents the floor, aft bulkhead, consoles, and rudder pedals. A seat is provided, and it will require some detailing. It is very basic and incomplete. A control column is included, as is an anti-glare panel with a clear gunsight glass. Decals provide the detailing, and this will be sufficient if the model is built with the canopy closed. But all the basics are there, and with a little work, the cockpit can be detailed out to greatly enhance the model. A simple cut between the windscreen and canopy, and it is easy to show off this detailing with the canopy in the raised position. We also recommend that the leading edge slats be cut away from the wings and positioned in the extended position.

The landing gear is delicate and nicely done. There is some detailing in the wells, but some modelers may want to go a step further and add a little more on their own. The same is true for the well for the speed brake. The ordnance load is one place the kit falls short. While all six wing pylons are provided, there are no stores for the outboard stations. The center wing stations have 335-gallon tanks provided, and this is nice since the Hasegawa kit provided the 275-gallon tanks. These two types of tanks can be interchanged between models as desired. Unfortunately, the 450-gallon tanks have not been provided in this or any other scale. For the inboard wing pylons, the modeler can choose between Bullpup or Sidewinder missiles, but, as was the case with the Takara

The ESCI kit is the best in 1/72nd scale, but some minor problems do exist. This model was built by Don Harris, a member of IPMS Atlanta.

and Hasegawa kits, the pylons for the Sidewinders are incorrect. They have the inverted "T" shape rather than the correct inverted "Y" shape. No bombs or rocket pods are provided, so again we recommend the Hasegawa weapons sets. Remember that -D variants could carry TERS on their inboard pylons. Napalm tanks, CBUs, rocket pods, high and low-drag bombs, and training bomb dispensers were all carried by the -D, and would really dress up the model. In this kit there is no centerline station.

The instructions are not the best we have seen, and care must be taken when assembling the main gear doors. Study the instructions, the parts, and the photographs in this book carefully before committing anything to glue! Decals are provided for four aircraft. They include the well known "Pretty Penny," 56-3285, from the 481st TFS, in the bare metal scheme, an F-100D from the Arkansas ANG, 55-6918, in the SEA camouflage scheme, and two F-100Ds in foreign markings. One is a French aircraft in a three-tone camouflage scheme (although two of the shades are merely identified as "olive green"), and it has a large sharksmouth on the nose. The second is from Denmark, and is in a simple overall olive green scheme.

In general, this kit is better than the Hasegawa kit, but it is a much more recent release. Either one can be built into excellent models because they are both basically accurate in outline and shape.

ESCI/ERTL, F-100D, Kit Number 9024

This is the same kit covered above, but reissued with Thunderbird markings. It is molded in silver plastic, and only the fuel tanks are provided as underwing stores.

Pioneer F-100, Kit Number 4004

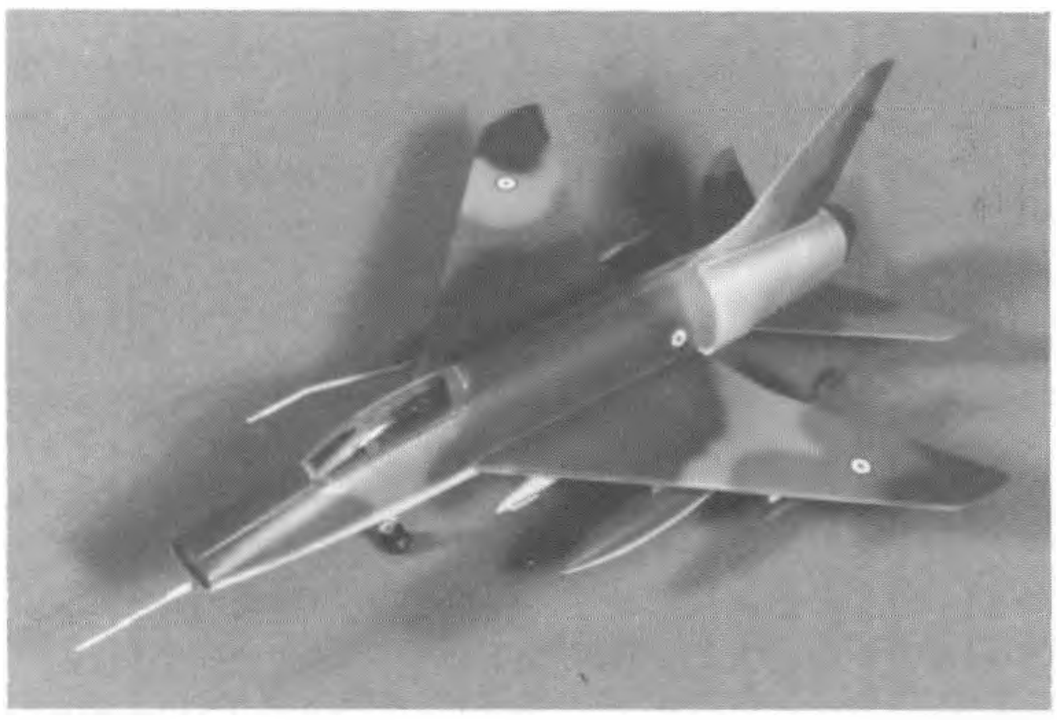
The box claims that this is an F-100C, so we were excited when we first saw it since no good model exists of an F-100C in 1/72nd scale. After we opened the box, we were really disappointed. The model inside was neither an F-100C or a good model. We cannot understand why a model company would falsely identify this as an F-100C. One of the first things you notice when you open the box is the wing with the landing flaps, and these were only on the F-100D and F-100F. Compared to other 1/72nd scale kits being released today, this one represents a big step backwards in plastic kit technology.

This kit consists of forty-two parts molded in a light gray plastic. Surface detailing is in the form of fine raised panel lines, and this even includes the control surfaces such as the slats, ailerons, flaps, and rudder! The vertical tail is of the early F-100 style used on the F-100A and -C, but the wing is the -D and -F style. The cockpit is sparse, which is in keeping with the rest of the kit. It has only a floor and a seat that looks more like a recliner than an ejection seat. Moving to the underside of the model, the wheel wells are shallow and contain no detail whatsoever. The landing gear doors are thick, and have no interior detail either. The struts and wheels are very crude. Even the four 20mm cannon parts are missing from the kit, as are the wing fences (if you assume this is a -D, but we are not really sure what version it is), and the pylons are not very good. The ordnance consists of two crude bombs and poor representations of Bullpup missiles and fuel tanks. The refueling probe and pitot boom are thick and not well represented. The box art shows the early iris type afterburner nozzle, but this was missing from the kit as was one of the nose wheels. We substituted parts from the spares box that came from Hasegawa kits. The canopy is clear--period!

Due to the low number of parts, the kit can be assembled quickly. But fit problems with the wing-fuselage joint and the vertical tail will take a good bit of filling and sanding. The decals provide U.S. national insignia, but the large sharksmouth used on a French aircraft is included. This may have been done to make the box art more impressive. It does not belong on an American Super Sabre. Turkish markings are also included. The review sample was marked with some Microscale decals taken from an F-104 sheet for a Danish aircraft.

Simply put, with the Hasegawa and ESCI kits being much better, this kit cannot be recommended for the serious scale modeler. We can only assume that Pioneer intends its kits to be for the young set that do not care what version of the aircraft they have, how accurate it is, or how well it is marked. But is this a good way to get the junior modelers started? Why not do it right from the beginning?

Review by Alan Toon



Alan Toon used the Pioneer kit in 1/72nd scale to build this model of the F-100D. The box claims this is an F-100C, but it is not. This kit is quite inaccurate, and it cannot be recommended for the serious scale modeler.

Revell F-100C, Various Kit Numbers

First released in 1956 as kit H-236, this model can be built to represent an F-100A or -C. However, it has quite a few problems, and will require a lot of work on the part of the modeler if an accurate model is to result. First, the kit is not really in 1/72nd scale. Measurements reveal that the wingspan is close at 1/71st scale, but the length proves to be 1/68.5 scale. Taking a plug out of the fuselage will not work since the extra length is not in one place, but is spread throughout the length of the fuselage instead. The modeler must accept the 1/68.5th scale, and increase the span of the wings to match. The wings should be increased to a span of 6.79 inches. This is done by sawing off the tips and replacing them with longer ones made from plastic card. When this is done, the wings will be in the same scale as the fuselage.

But there are shape problems as well. The spine of the fuselage from the cockpit rearward and the leading edge of the vertical tail are incorrect. These must be altered by taking away plastic in some places, and building it up in others. Refer to the scale drawings in this book for the proper shape, but keep in mind that the drawings are 1/72nd scale, so you must compensate for the differences in scales. The trailing edge of the wing is too thick, and must be sanded down. The leading edge is too sharp, so you have to build that up. But after this is done, the control surfaces will have to be rescribed. The wings are not the only problem when it comes to shape and dimensions. The horizontal tail span is too short, and should be increased to 3.29 inches. The pitot boom must be increased to an overall length of 2.02 inches, with 1.2 inches extending beyond the intake.

A number of details are missing or are inaccurately represented. One of the most noticeable is the lack of gun ports, so these must be carved into the lower forward fuselage by the modeler. The torque link on the nose gear is mounted too high on the strut, and must be relocated. The nose wheel door is way too long, and has to be shortened. One of the main gear doors for each strut is missing, being scribed into the lower wing instead. The missing main gear doors can be made from plastic card, and we would recommend replacing the existing doors with new ones made from the same plastic card. There is no refueling probe, but not all -Cs carried them all the time. A spare one can be obtained from the parts box since the Hasegawa kit provides both the straight and bent versions. However, don't forget to account for the difference in scale.

Making these alterations will at least get the model "correct" and into a given scale, although it will really be an odd scale. Being over thirty years old, the kit will require a lot of detailing too. The cockpit has a one-piece unit that has the pilot, seat, floor, and instrument panel all molded together. This should be replaced with plastic card and other small parts for detailing. The wheel wells

Bill Slatton extensively reworked the old Revell kit to produce this model of the Super Sabre. A lot of kit correcting is required if this model is to be anywhere near accurate.

will also need to be detailed.

Basically, the kit compares well to others that were released in the mid-1950s, but is far short of what we have been used to for the past fifteen years. It consists of twenty-one parts molded in gray plastic and a single piece clear canopy. The original issue had the famous Revell "Revelling" stand, but this feature has been deleted from more recent releases. Fit is not very good, and much filling and sanding will be required. Two drop tanks and four bombs make up the stores for the six pylons. Decals are very basic. They include the buzz number **FW-711** and a black panther that is representative of the 21st Day Fighter Squadron. The original issue is now worth between twelve and seventeen dollars to collectors.

Over the years Revell has reissued this kit many times, and it is still available today if you look hard enough. H-117 was issued in 1960, and was simply a bagged version of the earlier release. Kit H-127 came out in 1962, and had only basic Air Force markings on the decal sheet. The "Revelling" stand was deleted. This kit was also released in Canada and Great Britain, and in gift sets G-161, G-240, and G-290. The most recent release came in 1987, and is numbered 4351. It has the same decals as H-127.

1/48th Scale Kits

Lindberg YF-100A, Various Kit Numbers

This model has been issued a number of times, and although Lindberg has claimed it to be different versions of the Super Sabre, the plastic represents the prototype YF-100As. It is more of a toy than a model, but presents the possibility of building a different version of the F-100 than the ever-present -D. By using parts from the Monogram kit in 1/48th scale (everything except the fuselage, wings, and tail parts!) a real challenge exists for the modeler to build a prototype aircraft. The result could be a beautiful and different model that will enhance any 1/48th scale collection with a rare and historically important aircraft.

The kit was molded in green plastic, and was motorized. A large panel in the side of the fuselage provided a look at the bogus-looking engine. There were sixty-seven parts to the kit including eight large rockets. Kit 528 came first, and had only basic markings on the decal sheet. It is only worth between four and eight dollars today. This was followed by kit 552 which had the Thunderbirds' markings. This one is worth between ten and fifteen dollars to collectors. Kit 309M followed and had no change from the original. Basic Air Force markings were provided on the decal sheet. Its present value is between six and ten dollars. Kit 3103M returned to the Thunderbirds' markings, and is also valued between six and ten dollars to collectors. Unless you are a collector, or you want to try to convert this kit into a respectable model of the YF-100A, which will be a major project, this is not a kit for the serious modeler.

Hobbytime F-100A, Kit Number 2002

This kit is much like the Strombecker model covered earlier, but is in 1/51st scale. It is a vacuformed kit that is designed to be launched with a sling-shot type handle. A female mold was used to shape the parts, resulting in crisp raised panel lines inside the parts with wide, deep, recessed lines on the outside. Injection-molded landing gear and a pilot were provided. This kit is of value to collectors only who will pay eight to twelve dollars for it. Decals were very basic, and included a buzz number **FF-941** (the F-100 had buzz numbers beginning with FW) and a serial number of **25941.)**

Monogram F-100D, Kit Number 5416

This is easily the best F-100 kit available in any scale and of any variant. The kit features superb detailing, accuracy of outline and shape, and excellent fit.

The kit has a beautifully detailed cockpit, a detailed gun bay and ammunition cans, super detailed landing gear and wheel wells, open slats, intake ducting, and accurate scribing. This all combines to add the finer points to a scale model that sets it apart from the average kit.

On the minus side, the kit has poor fit between the top and bottom halves of the fuselage just forward of the wing root. Fit elsewhere is excellent. Second, the 275-gallon fuel tanks are 1/4 inch too short. We had the actual article measured to verify this. As a matter of preference, we would have rather seen the 335-gallon tanks in this model since that is the one that has been carried almost exclusively by the F-100s during the last half of their service life. We modified the tanks to this configuration on our model and made up for the 1/4 inch that the tank is too short at the same time. The rest of the model is outstanding. Monogram included the option of using either the original or F-102 type afterburner nozzle. Ordnance

The best model of the F-100 in any scale is the Monogram kit in 1/48th scale. This one was built by the author shortly after the kit was released. Except for correcting the length of the fuel tanks, the model is shown here built straight from the box.

The ESCI 1/48th scale model of the F-100D is not anywhere near as good as the 1/72nd scale kit from the same company. This one was built by the author, and much time was spent correcting inaccuracies. Several spare parts from the Monogram kit were substituted.

includes two Bullpup missiles, but since these were not carried by all F-100Ds, we used 750-pound bombs from another kit instead. Two 500-pounds with fuse extenders are also provided.

The really bad point is the decal sheet. It has the wrong color for the tail and skull markings, and the detailed stenciling is missing. The markings are for an aircraft, 55-3604, from the 416th TFS. It is in the bare metal scheme, but the decals are so inaccurate they are unusable. If you must use the kit's decals, use the ones for the Michigan ANG in the SEA scheme.

Monogram F-100D, Kit Number 5442

This is the same kit as covered above with beautiful decals for the Thunderbirds. Aircraft numbers one through four are included.

Monogram F-100D, Kit Number 5424

Monogram issued the kit again in olive drab plastic. This time the decals are for Don Schmenk's famous "Mary Jane/Carol Ann" in the SEA scheme. Everything else remains the same.

ESCI/Scalecraft F-100D, Kit Number SC-4008

This was one of ESCI's first releases, and quite frankly, it is not as good as some of their kits that followed. It is not in the same class as the ESCI Super Sabre in 1/72nd scale. This one has problems with warpage of parts, poor fit, and inaccuracies in the detailing of several parts. On the plus side, some of the parts are different types or versions than in the Monogram kit. For example, the speed brake is the older type without the enlarged cut-out, and therefore it could be used when building a model of the F-100D from an earlier time period. Another example is the refueling probe which is the bent or cranked type. This is the extended version which is longer than the usual probe that comes in the Monogram kit. External stores include two 335-gallon tanks, two CBUs, four 500-pound bombs, and two rocket pods.

Some of the bad areas of the kit are the pitot boom which is too short, the inboard pylons which are the wrong shape and are located too far aft, and the locating holes for the main gear struts which are in the wrong place in the well. Other points on the minus side are the lack of wing tips lights, inaccurate wing fences, gun ports that are too wide and too oval in shape, poorly detailed landing gear, incorrect ejection seat, and sparse cockpit detail. Generally, there is a lack of detailing throughout, including a complete lack of a gunsight, and plugged intake and exhaust openings. In short, the kit is nowhere near as good as the Monogram kit. Decals are for an aircraft from the 307th TFS, and one from the 308th TFS. French and Danish F-100Ds are also included.

ESCI/Scalecraft F-100D, Kit Number SC-4017

This is the same kit covered above, but with Thunderbird markings.

1/32nd Scale Kit

Combat Models F-100D/-F

There is no injection-molded kit of the Super Sabre in 1/32nd scale. Combat Models has released this vacuformed kit, and it is the only one that the modeler has to work with in this large scale. It is one of the earlier kit produced by this company, and it is not one of their better models. Two large plastic sheets provide all of the basic parts. There are two fuselage halves, left and right, top and bottom, wing sections, two pairs of 335-gallon fuel tank halves, two pairs of 200-gallon fuel tank halves, two outer main wheel wells, and two main gear wheels. There is an afterburner nozzle, and an unusable seat. The landing gear struts and the nose wheels are provided as metal parts. Completing the kit is a clear canopy. Other parts, to include the horizontal stabilizers, must be made from

scratch by the modeler. There are no pylons and no external ordnance.

The shape of the wings looks good, but the fuselage is too wide, and the rudder is too flat. The scribing is too deep, and the access panels stand too proud. We asked Don Schmenk, who built one of these kits, about it and he was not overly enthusiastic about it. It takes a better than average modeler to tackle even the best vacuformed kit, and this one will take a lot of work. The results that can be obtained are directly related to the skills of the modeler and the amount of time he puts into it. But with this particular model, the modeler will have more than the usual amount of work to do.

Conversion Parts

Airmodel Conversion Canopy

Airmodel released a 1/72nd scale "triple conversion kit" that was not a conversion kit at all. It only had three clear canopies, one of which was a canopy/windscreen for the F-100F. It was poorly molded, had crude scribing, was not very clear, and could only really be used as a mold over which to vacuform another better canopy.

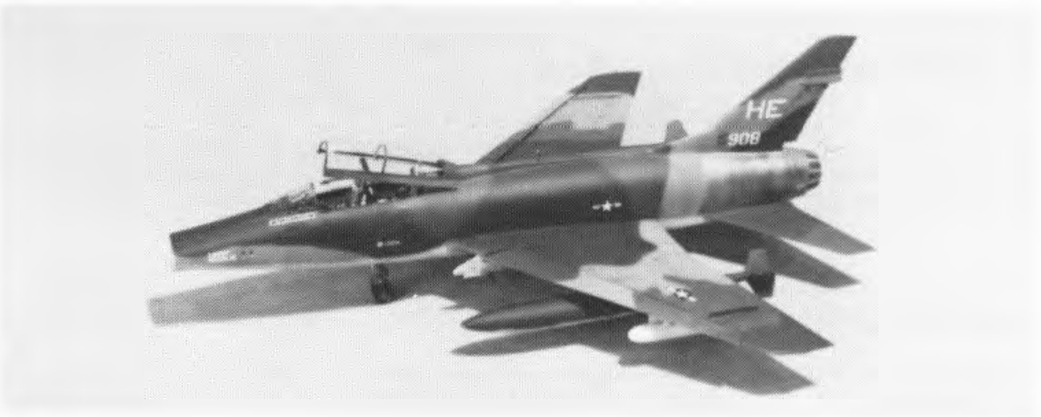
Maintrack Models F-100F Conversion Kit, Kit Number 72:9

This resin-molded kit is one way to go if you want to build a model of the F-100F in 1/72nd scale. It provides a nose section and a canopy that has no framing scribed on it. The canopy is thick, and not very clear, but the instructions say this can be polished to a "clearer sparkling finish." The fuselage part will have to be scribed by the modeler.

This kit is designed to be used with the ESCI kit. Information about this and other Maintrack Models can be obtained by writing to them at 79 Queens Road, Hastings, East Sussex, England TN34 1RL.

War Eagle F-100F Conversion Kit, No Kit Number

War Eagle has been producing some of the best conversion kits in the business, and this is another good one. Vacuformed parts are provided for the fuselage, drop tanks (since Monogram got them wrong), a second cockpit, and the aft instrument panel. The clear canopy is beautiful, as are the white metal ejection seats that properly represent the differences between the front and rear seats. There are excellent step-by-step instructions and a beautiful decal sheet that provides markings for four aircraft. One is for an F-100F, 56-3916, in a bare metal scheme from the 354th TFW. The second is an aircraft used in the "Misty FAC" program, and is in the SEA camouflage scheme. The third and fourth options are actually the same aircraft, 56-3752, in slightly different markings. Both are representative of the aircraft during the time it was assigned to the Michigan ANG. In one case it was named "War Admiral," and in the second it had the name "Houles' Hound." We highly recommend this kit, and when used with the Monogram model, a super F-100F can be built.



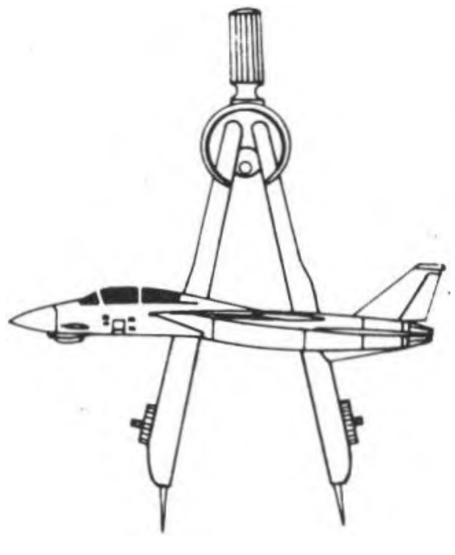
War Eagle has an excellent vacuformed conversion kit in 1/48th scale that is designed to be used with the Monogram kit to build an F-100F. This is what the finished, built-up kit looks like.

DECAL LISTING

Manufacturer and Sheet Number	Scale	Type	Serial	Unit	Tail Code	Scheme	Comments
Aerodecal 07A	1/72	F-100D	NA	T'Birds	None	T'Birds	Has marking for aircraft one through nine for the 1987 season. All crew names are included.
ESCI 40	1/72	F-100D	56-3000	20 TFW	None	Bare Metal	Commander's aircraft
		F-100D	55-3712	31 TFW	None	Bare Metal	Sharksmouth and mission markers on nose
		F-100D	55-3604	3 TFW	None	Bare Metal	Cobra marking on fuselage
		F-100D	54-2276	Turkish Air Force	None	Bare Metal	Black panther on nose
Superscale 144-97	1/144	F-100D	56-3000	20 TFW	None	Bare Metal	This sheet is Superscale sheet 72-97 reduced to one-half size without regard to fit. In most cases, fit is very bad, and in some cases the decals are not useable on the only model available in this scale.
		F-100D	56-3273	18 TFW	None	Bare Metal	
		F-100D	56-3410	48 TFW	None	Bare Metal	
Superscale 144-126	1/144	F-100D	56-3056	481 TFS	None	Bare Metal	See note above for sheet 144-97. Sheet is the same as 72-126 reduced to one-half size. Bad fit.
		F-100D	56-3258	481 TFS	None	Bare Metal	
		F-100D	55-3604	46 TFS	None	Bare Metal	
		F-100D	56-3436	309 TFS	SS	SEA camo	

Superscale 144-176	1/144	F-100D	55-3691	49 TFW	None	Bare Metal	See note above for sheet 144-97.
		F-100D	56-3440	31 TFW	None	Bare Metal	Sheet is the same as 72-176
		F-100D	56-2952	401 TFW	None	Bare Metal	reduced to one-half size. Bad fit.
Superscale 144-177	1/144	F-100D	55-2779	50 TFW	None	Bare Metal	See note above for sheet 144-97.
		F-100D	55-2796	405 FBW	None	Bare Metal	Sheet is the same as 72-177
		F-100D	56-3176	474 FBW	None	Bare Metal	reduced to one-half size. Bad fit.
Superscale 72-97	1/72	F-100D	56-3000	20 TFW	None	Bare Metal	Famous "Triple Zilch" markings
		F-100D	56-3273	18 TFW	None	Bare Metal	
		F-100D	56-3410	48 TFW	None	Bare Metal	
Superscale 72-98	1/72	F-100D	56-3327	8 TFW	None	Bare Metal	Commander's Stripes, Named "Itazuke Express"
		F-100D	55-3620	21 TFW	None	Bare Metal	Named "The Little Ram"
		F-100D	56-3263	3 TFW	None	Bare Metal	Named "Butcher Boy II" and has cobra marking on fuselage
Superscale 72-126	1/72	F-100D	56-3056	481 TFS	None	Bare Metal	Snoopy marking on nose
		F-100D	56-3285	481 TFS	None	Bare Metal	"Pretty Penny" with mission markers
		F-100D	55-3604	46 TFS	None	Bare Metal	Skull and Snoopy markings on nose
		F-100D	56-3436	309 TFS	SS	SEA camo	
Superscale 72-158	1/72	F-100D	None	T'Birds	None	T'Birds	Has markings for aircraft number one only
Superscale 72-176	1/72	F-100D	55-3691	49 TFW	None	Bare Metal	
		F-100D	56-3440	31 TFW	None	Bare Metal	
		F-100D	56-2952	401 TFW	None	Bare Metal	
Superscale 72-177	1/72	F-100D	55-2779	50 TFW	None	Bare Metal	
		F-100D	55-2796	405 FBW	None	Bare Metal	
		F-100D	56-3176	474 FBW	None	Bare Metal	
Superscale 72-254	1/72	F-100D	56-3357	354 TFW	None	Bare Metal	
		F-100D	56-3208	48 TFW	None	Bare Metal	
Superscale 72-334	1/72	F-100D	55-2775	Ohio ANG	None	SEA camo	Bi-centennial ANG badge on fuselage
		F-100C	53-1718	NM ANG	None	Gray	Instructions do not say what color this aircraft is. No 1/72nd scale F-100C kit exists
		F-100D	56-3685	Arkansas ANG	None	SEA camo	Wild Hog on nose
Superscale 72-357	1/72	F-100C	54-2078	435 FBS	None	Bare Metal	No 1/72nd scale F-100C kit exists. Commander's stripes for COL George Laven.
Superscale 72-363	1/72	F-100D	56-3262	48 TFW	None	Bare Metal	Commander's aircraft for COL S. T. Smith
Superscale 48-77	1/48	F-100D	56-3357	354 TFW	None	Bare Metal	
		F-100D	55-3580	31 TFW	SM	SEA camo	Don Schmenk's "Mary Jane/Carol Ann." The green and white checks on the tail are inaccurate.
Superscale 48-78	1/48	F-100D	56-3208	48 TFW	None	Bare Metal	
Superscale 48-80	1/48	F-100D	56-3285	481 TFS	None	Bare Metal	"Pretty Penny" with mission markers
		F-100D	56-3000	20 TFW	None	Bare Metal	Famous "Triple Zilch" markings
Superscale 48-81	1/48	F-100D	55-3691	49 TFW	None	Bare Metal	
		F-100D	56-3263	450 TFS	None	Bare Metal	Cobra marking on fuselage. Named "Butcher Boy II"
Superscale 48-169	1/48	Provides markings for the same three aircraft as sheet 72-334. No kit exists for the F-100C in 1/48th scale.					
Superscale 48-226	1/48	F-100D	56-3176	474 FBW	None	Bare Metal	
		F-100D	55-2779	50 TFW	None	Bare Metal	

Note: Superscale sheets in this listing are still available under the Microscale name in most cases.



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